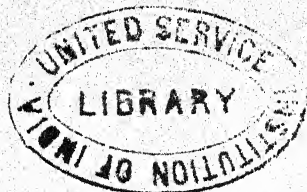
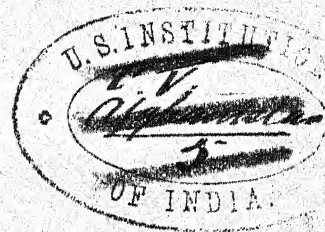


CONFIDENTIAL.



HERAT.

WITH REFERENCE TO THE
**BRITISH OCCUPATION OF (KABUL AND
KANDAHAR) IN OCTOBER 1879.**

INTELLIGENCE BRANCH,
QUARTER-MASTER-GENERAL'S DEPARTMENT,
November 1879.

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HERAT.

CHAPTER I.

The situation of Herat (independently of commercial questions), with regard to British possessions in Asia, invests it with a double strategical importance.

1. It is the point at which the lines of advance on India from Merv, the Caspian, and Persia, all unite, and for this reason it may be looked on as the main gate of Hindustan.

2. Owing to the total impracticability of the Great Salt Desert of Persia, the possession of the narrow neck of land (with its passes) west of Astrabad—*i.e.*, from Gez to Bostam—completely isolates from the remainder of Persia the whole of the fertile north and east districts of Khorassan. Consequently, should Herat and this mountainous neck be in (what General Hamley calls) “the same hostile confederated hands” all land communication between India and British interests in Asiatic Turkey must be hopelessly intercepted.

It is, therefore, of the last importance to England that possession of Herat should be denied to a “confederated enemy.”

DESCRIPTION OF THE PROVINCE AND CITY OF HERAT.

AFGHANISTAN is divided into the following provinces—Kabul, Jellalabad, Ghazni, Kandahar, Herat, Afghan-Turkestan, and Badakshan.

The Province of Herat lies broadly between the parallels 32° — $34^{\circ} 40'$ N. Latitude and 61° — $63^{\circ} 30'$ E. Longitude, and covers an area of about 110 miles by 150. Province of Herat.

It contains the districts of Ghorian, Sabzwar, Farah, Bakwa, Kurak, and Obek, and is bounded on the north by the Firoz-Kohi country and the western spurs of the Safed Koh; on the east by the country of the Eimaks tribes living south of the Siah Koh and by the province of Kandahar; on the south by Lash-Jorven and Seistan; and on the west by Persia, from which country it is separated partly by the Dasht-i-Na-Umid, or “desert of despair,” and partly by the Hari-Rud river.

The population is estimated by Ferrier at 300,000 Afghans and 600,000 Parsivans or Eimaks, while the same authority places the fighting population at 45,000, with an additional contingent of 25,000 furnished by tribes in alliance with Herat, such as the Hazaras, Tæmunis of Ghor, Biluchis, &c. Taylor fixes this contingent at 80,000, but this estimate is probably excessive.

The city of Herat (latitude $34^{\circ} 22'$, longitude $62^{\circ} 9'$, elevation 2,650 feet) is situated on the right bank of the river Hari-Rud, which, after draining the valley between the Sufed Koh and the Siah Koh ranges, flows below Herat in a north-westerly direction for some 60 miles until it reaches the Persian frontier near the 61st parallel, where it turns almost due north, and, after passing Sarrahks, becomes known as the Tejend, eventually losing itself in a swamp north of the Kopet Dagh, and about 180 miles east of the Caspian. City of Herat.

Around the city is a fertile and well-watered valley extending some 30 miles from east to west, with a breadth of about 15 miles.

The city is nearly a mile square, and is surrounded by a deep ditch with a thick rampart. General description.

The principal building in 1838 was the Masjid-i-Juma, or Great Mosque of Herat, built in the fifteenth century. When perfect, this edifice was 465 feet long by 275 feet wide, and had six entrances, 130 windows, and 408 cupolas; but it is not mentioned by Vambéry (1864), Captain Marsh (1877), or by Malleeson (1878).

The Palace of Charbagh, situated to the west of the above, and nearly in the centre of the town, was originally the winter residence of the chiefs of Herat, and was occupied by Yakoub Khan in 1876. Ferrier describes other royal residences, such as Bagh-Shah, Takt-Sefer, and Gazergah, all situated in the suburbs, and all more or less in ruins in 1856, especially the two first named. Vambéry, in 1862, describes the whole town as in an advanced state of ruin, the domed part of the bazaar, called Char Su, alone was in anything

like good repair, and "still even deserved the epithet beautiful." The Haozi-Charsu, a vast reservoir situated south-east of this bazaar, was also noticeable in Ferrier's time by its "dome of bold and excellent proportions, a *chef d'œuvre* of its kind."

The city generally is filthy; there are no drains, and the rain-water stagnates in ponds which are dug here and there, while the refuse is cast out into the open streets.

Connolly says that in former days there were in Herat 4,000 dwelling houses, 17 caravanserais, 1,200 shops, 20 baths, and 6 colleges; but in 1864 Vambéry found that in one street only was there ever a throng of people, and "here the eye is bewildered by the diversity of races—Afghans, Indians, Tartars, Turkomans, Persians, and Jews."

Population.

The population of Herat has fluctuated considerably. In 1809 Christie estimated it at 100,000 souls, but Connolly placed it at about 45,000. Ferrier says that before the siege of 1838 the number of inhabitants was 70,000, of whom only 7,000 remained after the siege was raised. In 1822 it was estimated at 22,000, and Grodikoff in 1878 places the number at 50,000.

The original inhabitants appear to have been Persians, belonging to the race which, spreading from Seistan, formed the ancient province of Khorassan; later times, however, have brought a very large infusion of Turko-Tartaric blood.

Commerce.

In 1838 Pottinger described Herat as the greatest trading city in Central Asia, and as the emporium between Kabul, Kandahar, Hindostan, and Persia. At the present day it holds a very similar position. It is called "the granary of Asia," a name well bestowed, insomuch that from its extraordinary fertility, the valley surrounding the city is capable of affording supplies to 150,000 men. Fruit is plentiful, while the excellence of the bread and water is proverbial.

Supplies, &c.

Climate.

The climate is said to be healthy. For two months in summer the heat is excessive, the thermometer marking 28° centigrade in the shade, while in winter it falls as low as 2° above zero, and there are heavy snowstorms.

Revenue.

The revenue is variously estimated—by Pottinger at 45,000*l.*, by Connolly at 89,000*l.*, by Barnes at 130,000*l.*, by Eastwick at 38,000*l.*

Military characteristics.

The ditch surrounding Herat is 35 feet wide and 10 feet deep.* The rampart is 250 feet thick at the base, and, varying in height from 40 to 60 feet, is surmounted by a wall or parapet some 30 feet high. This wall is flanked by a great number of towers, distant from each other 50—100 feet, connected by curtains and loopholed for musketry. Those at the angles are sufficiently massive for the reception of guns. Between the ditch and the wall are two *faussebrayes* (*sherazees*) cut out of the thickness of the ramparts, one commanding the other. There are no regular outworks and no glacis. Three of the four faces are almost straight, each with a projecting gateway in the centre, covered by a sort of redan. On the northern side (which is less regular), and 200 yards within the wall, is the old citadel covered in front by the Ark-i-nao, or new citadel, a low oblong work occupying about 1,000 feet of the new face. This face has two gates.

There are thus five gates to the city, which are designated as follows:—

The Irak Gate on the west, the Kandahar Gate on the south, the Khusk Gate on the east, the Kutab Chak and the Malik Gates on the north.

The old citadel is of brick, 150 yards long by 50 yards wide, and has a considerable command over the rest of the works.

The Ark-i-nao has a straight face, 300 yards long, with two straight flanks, and is constructed on the level of the country. Its wall, 18 feet high, is 8 feet thick at the top, with a parapet 6 feet high and 1½ feet thick, and a ditch 30

* Abundance of water may be thrown into the ditch from the numerous small mill streams which surround the city, but at present (1838) owing to the irregularity of the bottom it is only at the south-west angle that the ditch can be filled, and as the slopes are unrevetted, they are ill-calculated to retain the water or to resist its continued action.

There is a slope of 12 feet from the bottom of the ditch at the north-east to that of the south-west angle, where a deep drain carries off the water into the Karbar rivulet. If this drain is closed, the water when 7 feet deep at the south-west angle will lie as far as the Malik Gate on the north side, and half-way between the Kandahar Gate and the south-east angle on the south side.

The whole of the east side, two-thirds of the north side, and one quarter of the south side are dry.

In its present state great injury would result by the erection of dams, &c., to keep the ditch constantly filled, but for a short period, at the approach of an enemy, this might be done with advantage.

† The author of "Lost among the Afghans," states that there are in all seven gates.

feet wide, 15 feet deep, between which and the wall is a *faussebraye* (*sherazee*) protected by a 7½-foot parapet, and traversed.

A report by Major Saunders, Bengal Engineers, in 1838, describes the whole system of defence as faulty, especially as regards the new citadel, and declares that, though proof against a *coup-de-main*, the fortifications are not bombproof, are very dilapidated, and are generally ill-adapted to resist the attack of a "well equipped, scientifically directed, and adequately strong besieging force." The principal defects are the want of flanking defence, and the ineffectual means adopted for defilade.

On the other hand, the city is not thoroughly commanded by any adjacent elevations.

The points on which a besieger's artillery could be placed, with advantage, are confined to the two hills, Mosulla and Thala Bingui, both situated to the north of the city, and distant respectively about 800 and 1,200 yards, but neither of them higher than the top of the walls.

According to Ferrier, considerable improvements were (subsequent to the above report) carried out by Major Saunders, on two sides of the fortifications, but the place still remains "an immense redoubt with four dead angles, and were an European army to lay siege to it the defence could not last 20 days."

The city is divided into quarters by four streets leading from the Charsu, or market place, to the citadel and the east, west, and south gates respectively. They are about 12 feet wide, and, in many places, vaulted over, with houses above. From these streets run numerous narrow and crooked lanes, some only 6 feet wide. The houses are generally built in the form of hollow squares, two or three stories high; the walls are of brick and sand, very thick, and practically incombustible.

The larger seraes have stable courts attached, surrounded by walls, and well supplied with water from interior wells or reservoirs. Thus, it appears that every house is, more or less, able to resist men armed with muskets only, and by barricading the main streets and loopholing the adjacent houses, a determined garrison might offer considerable resistance even after the walls had been gained by the enemy.

There are no barracks in Herat itself, but M. Grodikoff, in 1878, found some situated about 2 versts on the north-east of the city.

There are also several spacious caravanserais in the town, which would serve for the accommodation of troops, all of which open on to the street leading from the Kandahar gate to the citadel.

The armament of Herat, in 1838, consisted of 7 brass guns, of which only 2 were mounted, and only 1 (a 6-pr.) serviceable. There were also 1,200 muskets, and a considerable number of shunkâls, or wall matchlocks, with a range of 400 yards. Besides these, every man above the very poorest class had a matchlock and a sword.

Guns have been made at Herat, and iron shot can also be cast there, the ore being brought from mines about 50 miles off, in the district of Shafilan. Gunpowder can also be made in small quantities, sulphur and saltpetre abounding in the district, while a supply of good charcoal is ensured by the quantity of willows and poplar trees in the neighbourhood. At the time of Captain Marsh's visit in 1876, Yakooob Khan's arsenal had received the addition of 6 new smooth-bores (6 pounders), with some rifles.

The troops seen by Captain Marsh were of good physique, and the total number available, in case of war, was believed to be from 8,000 to 10,000, although of the six regiments two only appeared to be well drilled. The cavalry were numerous, but ill-disciplined.

Besides the above (the paid portion of the army*) there are some militia, who are liable for military service in return for the lands they hold.

The following is a précis of remarks on the fighting strength of Herat which appeared in the "Preussische Zeitung" of the 30th and 31st October 1878, stated to be derived from Russian sources.

"The Province of Herat places about 5,000 men in the field, consisting of five Cavalry and five Infantry regiments; the former are called out at a youthful age, and clothed, fed, and armed by the Ameer, receiving no pay; the

* Each soldier is paid 10 krans (about 6 shillings) per month besides food and uniform, the cavalry receiving forage in addition.

latter are provided by the chiefs of the districts and receive pay, but have to provide their own horses and arms. The Artillery have a special Commander, holding the rank of General.*"

"The discipline of the army is good, and ascribed to a young Russian officer who was resident for some time at Herat. The drill and words of command are English, and English deserters† are the drill sergeants."

"The other Khanates in northern Afghanistan have also standing armies, but it is always questionable whether or not they will respond to the call of the Ameer. Thus, Shiberghan has 2,000 Cavalry and 1,500 Infantry; there are also in all some 3,000 or 4,000 troops belonging to eight or nine different towns, such as Khulm, Kunduz, Andkui, &c."

"There is in Afghanistan generally a militia organization in addition to the regular army. Service is voluntary, but the force is liable to vanish at any time, particularly after a defeat. Its paper distribution is as follows:—"

	Cavalry.	Infantry.
At Kabul.. .. .	25,000	10,000
„ Kandahar	12,000	6,000
„ Herat.. .. .	8,000	10,000
Variously distributed	56,000	35,000
Total	95,000	61,000

CHAPTER II.

HISTORY OF HERAT.

Macgregor writes that Herat "enjoys the pre-eminence of having stood more sieges than almost any other city in Central Asia."

Originally Persian, it underwent many and terrible vicissitudes from 1157 to 1730, when it formed part of the conquests wrested by Tahmasp Kuli from the Ghilzais, who, under Mahomed, king of Kandahar, had lately conquered Persia and extinguished the Safi dynasty in that country.

By the remarkable successes of Tahmasp Kuli (an obscure adventurer from Khorassan, who in 1736 developed into the great Nadir Shah, ruler of Persia, dictator to the Porte, and conqueror of Afghanistan), Herat fell under what may be called the Arab rule, a state of things which lasted until after the assassination of Nadir Shah in 1747.

The Afghan contingent which the conquerer had raised for his invasion of India, and which after his death had retreated to Kandahar, now saw their opportunity. The principal tribe of Afghans (the Duranis), was at this time represented by the Panjpa branch in the persons of the Popalzye clan.

The head of this clan was the Sadozai family, the chief of which, Ahmed Khan, was selected by the Afghan contingent and crowned king of the Afghans at Kandahar in 1747.

Throwing off all connection with Persia, the newly-established kingdom gradually extended its power to Kabul, Herat, and the Punjab, and now began the Durani rule, which at the present moment still continues, but has been transferred from the Sadozais to the younger Popalzye branch,—viz., the Baruckzye.

For the purposes of this paper, it will be sufficient to touch very briefly on the various episodes that occurred between the death of Nadir Shah and the establishment of the Baruckzye power. The whole period was one of quarrel, intrigue, and wars, both civil and foreign; the principal incidents of which were as under:—

* It may be noted here that about 200 guns were captured at Kabul. As 45 only are credited to that district in this Article, Herat may possibly have contributed to the balance.

† Possibly discharged non-commissioned officers or soldiers from the Indian army.

1773. Ahmed Khan dying, was succeeded by his son Taimur. Zenith of Afghan power.
1793. Taimur succeeded by his fifth son, Zaman Mirza.
1799. The Persians, instigated by the British, threatened Khorassan, while Mahmud, the elder brother of Zaman and governor of Herat, revolted and threatened Kandahar. Mahmud defeated, fled to Persia.
1780. Mahmud, aided by Fath-i-Khan, the chief of the Baruckzyes, marched on Kandahar and was declared Shah.
1802. Mahmud defeated the revolting Ghilzais, but lost Khorassan to Persia.
1803. Shujah Mirza, another son of Taimur, defeated Mahmud, and was declared Shah.
- 1804-8. Shujah's attention occupied, with Sind, Kashmir and the Punjab.
1809. Mahmud, aided by Fath-i-Khan, took Kandahar and Kabul, and defeating Shah Shujah at Gundamak, became Shah for a second time.
1816. Herat, governed by Hazi Firuzidin (brother of Mahmud), who, threatened by Persia, asked for Fath-i-Khan's assistance. Defeat of the Persians.
1818. Fath-i-Khan blinded by Mahmud; revenge of the former's brothers, Dost Mahomed and Mahomed Azim Khan.
1819. Mahmud and his son Kamran murdered Fath-i-Khan, and acknowledged the suzerainty of Persia from fear of their victim's brothers.
1823. Persia attacked Herat without success.
1829. Death of Mahmud and revolt of all the provinces except Herat. Kamran seized the reins of government.
1834. Shah Shujah made a final effort to retain the power which was gradually drifting into the hands of the Baruckzye clan, and besieged Kandahar, but was defeated by Dost Mahomed.
1835. Dost Mahomed created Ameer, and end of the Sadozye dynasty, excepting that Kamran was still Governor of Herat.

From this point the history of Herat (as of Afghanistan generally) becomes interwoven with that of British India. The Ameer, in his desire to avenge himself on the Sikhs, who, under Ranjit Singh, had wrested from him his possessions east of Peshawur, entered into negotiations with the British Viceroy; while his brothers at Kandahar made overtures to Russia and Persia. Meanwhile the Persians, in November 1837, laid siege to Herat, which, mainly through the skill and gallantry of Pottinger, held out for some months, until, on representations made by the British Government, the siege was raised.

During the latter part of 1837 and the beginning of 1838 both Russia and England had representatives at Kabul, the latter of whom, on Lord Auckland's refusal to aid the Ameer against the Sikhs, quitted the city and left the ball at the feet of the rival ambassador. This officer, by his efforts and promises, shortly created a close connection between Persia and an united Afghanistan under Baruckzye rule, with Russia showing dimly in the background.

At the end of 1838 England, in the person of Lord Auckland, adopted the side of the exiled Shah Sujah, and proclaimed him Amir, Herat to remain independent under Kamran, aided by his vizier, Yar Mahomed. To carry out this policy was the object of the British invasion of 1839—an invasion which, commencing successfully, ended fatally in 1841, was partially avenged in 1842, and which, as far as regarded the re-establishment of the Sadozye dynasty, was a complete failure.

Shah Shujah was murdered on 4th April 1842, and was succeeded by a second British *protégé*—viz., his son Fath-i-Jang, who shortly afterwards shared his father's fate.

During all this period of bloodshed, Herat was the scene of deceit on the part of Yar Mahomed, and of endless intrigues with Persia and Russia, leading in 1841 to the withdrawal of the British envoy from that city. This was soon followed by civil wars between Kamran and his vizier, ending in the murder of the former and the firm establishment of Yar Mahomed as Governor of Herat.

In October 1842 Dost Mahomed returned unopposed to the throne at Kabul, from which he had been expelled by the British three years previously.

At first his kingdom included only Kabul and Ghazni, but in 1850 he re-annexed Afghan Turkestan, and Badakshan.

Herat, however, as well as Kandahar, continued to give him trouble. Persian intrigue was perpetually directed to the recovery of the former, which, under the rule of Yar Mahomed, was rapidly increasing in prosperity. An expedition, undertaken by him in 1846 against the Hazaras (who had hitherto been backed up by the Persian Governor of Khorassan) terminated in their defeat, together with the re-conquest of the small Uzbek Khanates in the north—viz., Maemana, Saripul, Shiberghan, Andkui, and Akcheh,—and the transplantation of 8,000 Hazara and Taemuni families to the territory of Herat, by which means its population was increased to a number greater than it had been before the siege of 1838.

The period between 1848 and the death of Yar Mahomed in 1851 was marked by the rivalries between the Khanates of Kabul, Kandahar, and Herat,—rivalries which were manifestly to the advantage of Persia, whose views on Herat were more likely to be realized by the separate existence of the three principalities. On his succession to the rulership of Herat, Syad Mahomed (son of Yar Mahomed) openly sought the aid of Persia against his rivals. This led in 1853 to further remonstrance on the part of the British Government, the fruits of which were an engagement on the part of Persia not to interfere in the affairs of Herat excepting in the case of the invasion of that province by a foreign power. This engagement, however, proved no check to Persian intrigue. Herat had been siezed at about this time by Mahomed Yusuf Khan, a Sadozye, nephew of Shah Kamran, and held by him until 1856, when he was deposed by Sartip Isa Khan, one of the officers of Syad Mahomed, by whose assistance he (Yusuf) had originally obtained possession of the city. The Persians now saw an opportunity of prosecuting their designs, and marched on Herat. Isa Khan applied for assistance to Dost Mahomed (who, in 1854, had thrown himself into the arms of the British Government), and shortly afterwards to Sir J. Lawrence, Chief Commissioner of the Punjab. This last appeal was responded to by the British Government, but too late to prevent the surrender of Herat to Persia in 1856. In November of that year war was declared by England against Persia, which in 1857 ended in the withdrawal of the Shah's troops and the establishment as ruler of Herat of Sultan Ahmed Khan, who, although the nominee of Persia, was recognized by the British Government. This new state of affairs proved unsatisfactory, Ahmed Khan having virtually acknowledged Persia as his suzerain, and at about the same time welcomed a Russian envoy. This proved the deathblow to the independence of Herat. Dost Mahomed, having conquered Kandahar and Girishk, marched against the city, and by its capture at the end of May 1863, re-united western and eastern Afghanistan, both of which remain at the present time in the hands of the Baruckzyes.

Dost Mahomed lived but a few days to enjoy the reward of his success, and was succeeded by his third son, Shere Ali, to the exclusion of his two elder brothers, Afzul and Azim, neither of whom was considered by his father as possessing the force of character necessary to control a people like the Afghans. The nomination of Shere Ali was recognized by the British Government, and his son Yakoob was made governor of Herat. In April 1864 Afzul and Azim broke out into rebellion; Lord Lawrence declined to interfere, and announced that England would recognize whichever brother might be successful.

For the complete appreciation of the events of the last 14 years it may be as well here to state briefly the actual state of affairs at the time of Dost Mahomed's death.

Of his seven sons the five eldest were situated as follows:—

Afzul, at Balkh, governing Afghan-Turkestan.

Azim, at Fort Kurum, ruling Khost and Kurum.

Shere Ali, Amir at Herat.

Sharif Khan, governing Farrah and Girishk.

Amin Khan, governing Kandahar.

The revolts of 1864 were quelled by the Amir without much difficulty, and Afzul was re-instated at Balkh, while Azim fled into British territory.

Almost immediately, however, Abdul Rahman, son of Afzul, whom the Amir had summoned to his court, fled into Bokhara, an evasion which led to the deposition of Abdul and the substitution of Fathi-Mahomed as governor of the districts immediately south of the Oxus.

The year 1865 saw fresh disturbances. At Kandahar Sharif Khan revolted, while Azim again roused the Kurum tribes. The battle of Kujbaz, near Kelat-i-Ghilzai, broke up the coalition of the rebels, but the victory was marred by the death of the Amir's eldest son, Mohamed Ali; a loss which, for a time at least, seems completely to have broken Shere Ali's spirit. At last, however, he was roused by the intelligence that Kabul had been occupied by Abdul Rahman in March 1865, aided by the Amir of Bokhara. Marching from Kandahar he encountered the rebels at Shekabad, where he was defeated owing to the treachery of his Kandahar levies.

Afzul, a prisoner in Ghazni, escaped from confinement and, joining his son Abdul, entered Kabul and usurped the office of Amir. Nothing daunted, Shere Ali fled to Turkestan, raised an army and marched on Kabul only to encounter a second defeat on 13th September 1867 at Kila Alladad. Three weeks later the usurper Afzul died, and was succeeded by Azim, whose accession (like that of Afzul) was recognized by the Government of India. His rule, however, was of short duration. Shere Ali left Turkestan for Herat in January 1868, where he was joyfully received; in June he reached Kandahar, and again forcing Azim to retire to British territory, crowned his successes by inflicting a crushing defeat on Abdul Rahman at Kabul, in January 1869, thus recovering the territory left him by his father, and creating himself undisputed Amir of Afghanistan, a ruler far stronger than he had been in 1863. In these successes he was greatly aided by his son Yakoob, his brother Aslam, and his nephew Ishmail, son of Amin Khan.

From this date (1868) a new factor must be admitted in a consideration of the later history of Herat,—that is, of Afghanistan, from which it is inseparable.

The advances of Russia in Central Asia during the years 1863—68 had brought their borders very near to the northern boundary of the Amir's territory. Early in 1869 this fact led to much correspondence between the two great Asiatic powers, ending in the acceptance by Russia of the line of the upper Oxus as the boundary of Afghanistan.

In 1873 the fall of Khiva impelled Shere Ali to seek the alliance of the British Government; a step which he had previously taken by his visit to Lord Mayo at Umballa in 1869, and which had resulted only in general assurances of support.

The uncertainty of what might be the intentions of England, under which he laboured during these four years, had worked in him mistrust of the very agents to whom he was indebted for his successes. Aslam Khan was murdered; Ishmail Khan exiled to Lahore, where he died; while his own son Yakoob, governor of Herat, was imprisoned at Kabul; and Husen Khan, another brother, shared the fate of Aslam. The appeal of 1872 was replied to only by an assurance that the British Government did not share in the Amir's alarm as regarded Russia; a reply that may not possibly have led to that subsequent friendly intercourse between Kabul and Tashkend, which, by the spring of 1876, had developed into a decided hostile feeling on the part of the Amir towards England, culminating in the fruitless interview in the spring of 1877 between Sir L. Pelly and the Afghan Envoy, and the refusal of Shere Ali (20 months later) to allow the British Envoy to enter the Khyber *en route* to Kabul.

The events consequent on this final act of hostility of November 1878, and the death of Shere Ali, are still too fresh to demand further consideration, it only remains shortly to touch on the actual situation of affairs at this moment in the different provinces of Afghanistan.

Jellalabad, Kabul, Kandahar, and Kelat-i-Ghilzai are now in British hands. The Amir is powerless and practically a British prisoner.

The government of Afghanistan in its entirety is for a time non-existent.

Ghazni is in the hands of Afghan troops, possibly prepared to renew the contest of the 6th October.

Herat is governed by the Amir's brother, Ayooob Khan, of whose probable intentions little, if anything, is known.

Afghan Turkestan is nominally faithful to the late Government, but shows signs of an approaching declaration of independence.

CHAPTER III.

ROADS ON HERAT FROM THE BRITISH FRONTIER.

The position of Herat on the extreme west of Afghanistan necessitates (owing to the nature of the country, and to the long distance to be traversed) that in any large movement of troops on that city from British territory, the invading force must, as a first step, occupy the important strategic points of Kabul, Ghazni, and Kandahar. In considering such a movement, therefore, it is proposed to divide the subject into two parts, viz. :—

A.—Roads leading from the Indian frontier to the advanced base formed by those points.

B.—Roads from that advanced base to Kabul.

A.—ROADS FROM BRITISH INDIA TO KABUL GIRISHK, GHAZNI, AND KANDAHAR.

As a history of recent events is not included in the purpose of this paper, this part of the subject may, in the existing state of affairs, be briefly dismissed with an allusion to the whole of the known routes available, specifying those by the use of which the occupation of the above places has lately become an accomplished fact.

The roads from British India into Afghanistan depend, as regards number and position, on the character and situation of the practicable passes leading through the different mountain ranges lying to the west of the Indian frontier.

The chief of these passes are—the Michni, the Khyber, the Kurum, the Gomal or Gwalayri, the Chachar, the Sakhi Sarwar, and the Khojack. Besides these there are innumerable small passes which lead across the Suliman range, but which are all more or less impracticable for laden animals, and devoid of sufficient advantages to compensate for the labour and expense which would be required to make them available for the passage of large bodies of troops, or of convoys.

The Khyber, supplemented by the Michni (a few miles further north), leads from Peshawar *via* Jamrood, Ali Musjid, Landi Khana, and Dakka to Jellalabad, $87\frac{1}{2}$ miles, and thence by Gundamak and the Jagdullak Pass to Kabul ($102\frac{1}{4}$ miles), a total distance of $189\frac{3}{4}$ miles. This route has always been used by troops marching from the Indus ^{or} Jellalabad and Kabul, and the pass itself since the war of 1878-9 may be regarded as in British territory.

The Kurum Pass leads from Thull, *via* Ibrahimzai and Hazarpir to the Peiwar, and thence by Alikhel and the Shutargarden on Kushi and Kabul—in all $167\frac{1}{2}$ miles. It has lately been frequently traversed by British troops, and by the peace of Gundamak the route was “assigned” to the British as far as Alikhel.

The Gomal Pass, leading from Dera Ismael Khan to Kandahar and Ghazni, skirts the country of the Mahsud Waziris. It is believed to be not very difficult, and to abound in provisions; but it has not been used by a British force, although annually traversed by the trading Povindahs on their way from Ghazni to India.

The Chachar Pass, from Dera Ghazi Khan, *via* the Bori valley, or by the Thal Chotiali route to Peshin and Kandahar (316 miles) was extensively used by

the surplus troops on their return to India in the spring and summer of 1879, and was reported on by Major-General Sir A. S. Biddulph as capable of being, with comparatively little labour, made available for wheeled traffic or even for a railroad.

The Sakhi Sarwar Pass, also leading from Dera Ghazi (*viâ* the Zhob valley or the Bori valley) to Kandahar by Peshin, is reported on by Macgregor as narrow and difficult. It is practicable only by dismounted horsemen and half laden camels, and was not used in the campaign of 1878-9, nor in the present expedition.

The Khojack Pass, leading from Quetta and the newly-assigned valley of Peshin (north of the Bolan), over the Khoja Amram range to Kandahar has often been extensively used by British troops based on the Lower Indus, and is at this moment in good order and practicable by all arms—having been greatly improved in February 1879. The total distance of Kandahar from Quetta is 144 miles; from Sukkur 395 miles.

From Kandahar to Girishk ($75\frac{1}{2}$ miles), the route presents no serious obstacles, and was used by the British troops in the war of 1878-9.

From Kandahar to Kelat-i-Ghilzai there are three routes varying in length from 88 to 122 miles—all used by British troops in the late war.

From Kelat-i-Ghilzai to Ghazni (144 miles) is a good road which has been repeatedly traversed by troops, whence to Kabul ($84\frac{1}{2}$ miles) is a good road *via* Huft Asya and Shahabad. Total distance from Kabul to Kandahar about 320 miles.

B.—ROADS ON HERAT FROM KABUL, GHAZNI, GIRISHK, AND KANDAHAR.

Before giving a detailed description of these roads, it is necessary to glance briefly at the orography of the upper Kabul basin, as well as of the region bordering on the southern valley of the Oxus, and extending westward as far as the longitude of Herat.

Principally
from Mac-
kenzie and the
Proceedings
of the Royal
Geographical
Society.

The key to the physical conformation of this tract is the Hindoo Koosh, which leaves the south-western corner of the Pamir tableland, about latitude 37° , longitude 74° . This gigantic ridge, about 300 miles long, with a maximum height of 20,000 feet, may, for the purpose of this paper, be divided into three sections, which form respectively the northern boundaries of Chitral, Kafiristan, and Kohistan.

The most easterly of these sections extends roughly from the Karambar and Baroghil Passes (leading to Yassin and Gilgit), to a point between the Ishtarak and Nuksan Passes, where its first important northern spur leaves it,—viz., the Badakshan ridge—which, running north and north-west between the Kokcha and the Oxus, drains into those rivers and, separating Badakshan from Wakhan, Shagnan, and Roshan, sweeps round to the west and terminates near the confluence of those rivers at Kala Chap.

The middle section then runs south-west as far as the Khawak Pass, and is crossed by one or two passes leading from Chitral to Badakshan. To the northward it throws out one spur towards Faezabad (Badakshan), separating the Kokcha from its eastern tributary the Verdoj, and a second, which, starting a little east of the Khawak pass, runs north for about half its length between the Kokcha and the Farkhar, and then throwing out minor spurs which end at the Oxus, the Kokcha, and the Farkhar rivers respectively, itself sweeps round to the north-west, ending near Hazrat Imam and the junction of the Kunduz river with the Oxus. Near Talikhan this spur affords a passage from Kunduz to Badakshan by the Lataband pass. A third spur, forming the watershed of the Farkhar and the Kunduz, leaves the Hindoo Koosh close to the Khawak pass.

Of the southern spurs of this middle section the most important is one which, starting from near the sources of the Verdoj and west of the Dora pass, drains east to the Kunar river, and west to a valley whose *débouchure* is at Chigar Serai. Further westward are other spurs draining into the Alishang, Tagao, and Panjshir rivers.

The third or western section of the Hindoo Koosh turns south at the Khawak Pass for some distance, and then south-west as far as the point where it divides itself into the two almost parallel ridges, the Koh-i-Baba and the Pagh-

man. There are no very important spurs in this section, which to the south drains direct to the Panjshir river, and to the north feeds the Surk-Ab and Inderab streams, the main constituents of the Kunduz river. Near the pass of Hajikak, a short high spur is thrown out from the Koh-i-Baba, dividing the Bamian and Kalu Valleys, while a second, starting from a point further west, bifurcates to the north-east, between Bamian and Saeghan on the eastern side, and between Bamian and Kamard on the west. Still further west, near Kala-Yahudi, is thrown off the great southern tributary of the Koh-i-Baba, called the Siah Koh, which runs first south and then west to the south of Herat, its northern spurs descending to the Hari Rud, those to the south draining to the Khash Rud, the Farah, and the Adrashkand, their lower portions being crossed by the road from Girishk to Sabzwär.

Macgregor considers that the Siah Koh is connected in one unbroken chain with the ranges south of Meshed, but this does not appear to be certain.

From the point of departure of the Siah Koh range, the Koh-i-Baba continues south-west until near the sources of the Hari Rud it bifurcates, the southern branch, called the Sufed Koh, running due west, parallel to the Siah Koh, and draining north to the Murghab, south to the Hari Rud. Near Herat it turns north and is lost near Sarakhs. The northern branch runs north-west, throwing out spurs towards Saripul and Maemana to the north, and south into the valley of the Murghab, eventually dying in the Turkoman deserts west of the Oxus.

Returning to the Paghman mountains. After leaving the Koh-i-Baba, this range runs south-west, draining west to the Helmand, and east to the Kabul and Logar rivers. Soon afterwards it divides, the northern branch separating the Helmand and Argandab valleys, and passing through Hazara country till it ends a little south of Girishk, at the junction of those rivers. The southern branch turns a little east round the sources of the Argandab, and, bounding the tableland of Ghazni on the north-west, ends near Kandahar at the junction of that river with the Tarnak. This range is sometimes called the Gulkoh.

A spur, called the Alakoh, that leaves this range near Shashgao, must also be noticed. Crossing the Kabul-Ghazni road at the Shere Dahan pass, it continues south-east to Kolalgu, where it bifurcates, one branch dividing the river Tarnak from Lake Abistada, the other turning north round by Zurmat connects with the Spin Ghar, or eastern Sufed Koh range, which, running due east, divides the Kurum and Kabul valleys, and dies out northward at the Khyber hills, and southward at the Indus between Kohat and Banu.

Having thus shortly noticed the mountain system of northern Afghanistan, we can now pass to a more minute examination of that portion which more immediately concerns the subject of this paper. This portion is the western or Kohistan section of the Hindoo Koosh, which together with the Paghman and Koh-i-Baba ranges, intervenes between Kabul and the roads leading on Herat, both through the Hazara country and through the southern valley of the Oxus (or Afghan Turkestan).

Of the former there is only one of which we have even moderately defined knowledge (No. 1); of the latter there is also one only, (No. 7) various points on which, however, can be reached from Kabul by different routes. These points are Kunduz, Khulm, Balkh, Saripul, Shiberghan, Maemana, and Bala-i-Murghab, and the passes over the Kohistan barrier leading to these points are 17 in number. Many of these, however, are unimportant, and it will suffice to give the principal ones, which are as under:—

From the Panjshir valley	{ The Anjuman.
	{ „ Khawak.
From the Parwan valley	{ „ Bagjah.
	{ „ Saralang.
	{ „ Kaoshan.
From the Ghorband valley	{ „ Chardarya.
	{ „ Farinjal.
	{ „ Shibr.

In additon to the above, are the Irak, the Hajikak, continuations of the Unai road over the Paghman, and leading over the Koh-i-Baba on Bamian.

Of the Anjuman Pass little is known, but Leech says that roads lead through it from Kafirstan to Badakshan. Anjuman is a village of 200 houses of Tajaks.

The Khawak Pass is one of the lowest and most accessible of the Hindoo ^{Markham.} Koosh passes, its crest is 13,200 feet high, and is 25 miles from the inhabited part of the valley of Panjshir, the northern foot being 29 miles from the Tajak town of Indarab. This pass was probably known to Alexander the Great, and was certainly used by the Chinese pilgrim, Hiouen Tshang, returning from India in A.D. 644. The adjacent and supplementary Thal Pass was used by Timur in 1398. Lieutenant Wood and Dr. Lord traversed the Khawak Pass in April, and found it below the line of perpetual snow, which the latter fixed at 15,000 feet for this part of the range. The descent on the northern slope is remarkably uniform.

The Bagjah Pass is little known, but is believed to have been crossed in 1603. The Saralang was attempted without success by Wood and Lord, in the month of November; it was, however, crossed in November 1873 by a havildar, who reported the road fairly good, and the snow of no great depth. Elevation 12,000 feet.

The Kaoshan Pass (15,000 feet high), is described below in route No. 3. It is closed by snow from the 1st November to the middle of June. Its ascent is gradual and easy, and it is supplemented by another route through the Gwalian Pass, which is said to be easier.

The Chardarya Pass is used by caravans, and is said to be practicable for Artillery. Colonel Yule considers it to be the "Kipchak" pass used by the Emperor Baber in 1504.

The Farinjal Pass is over barren and snow-streaked mountains leading by an extensive lead mine described by Dr. Lord in 1837.

The whole of the above-named passes lead to the valleys of the Surkh-ab and Indarab streams, which, uniting near Khinjan, flow by Ghorī and Afzul Khan's Fort to Kunduz, and thence to the Oxus after joining the Akserai river. In the neighbourhood of Khinjan the united tracks diverge, one road leading through Narin and Ishkamish to Khanabad and Faezabad; one by Ghorī and thence west and north-west by Rabat and Heibak on Khulm, while a third follows the bed of the Kunduz river to Khanabad and Kunduz.

One more pass, piercing the north-western mountain barrier of Kabul, remains to be noticed. This is the Shibr, which, crossing the Koh-i-Baba north of the Irak Pass, descends to the upper valley of the Surkhāb, near Bamian.

This pass was traversed by Timur on his return from Delhi, and constantly used by the Emperor Baber, who calls it Shibrtú.

LIST OF ROUTES.

- No. 1.—Kabul to Herat *viâ* Bamian and the Hazara country.
 - „ 2.— „ Kunduz by Charikar and the Saralang Pass.
 - „ 3.— „ Khulm by the Kaoshan Pass.
 - „ 4.— „ Khulm by Bamian.
 - „ 5.— „ Maemana by Bamian, Rui, and Saripul.
 - „ 6.— „ Herat by Saripul and the Hazara and Eimak country.
 - „ 7.—Kunduz to Herat *viâ* Khulm, Balkh, Shiberghan, Maemana, and Bala Murghab.
 - „ 8.—Kandahar to Herat by Girishk, Farah, and Sabzwar—the southern route.
 - „ 9.—Kandahar to Herat by Washir and Adrashkand—the northern route.
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NO. I.—KABUL TO HERAT *viâ* BAMIAN AND THE HAZARA COUNTRY.—DISTANCE UNCERTAIN. PROBABLY NEARLY 450 MILES.

Quarter-
Master-
General.

Of this road Macgregor says that "the distance is at least 450 miles through the bold and rugged territories of the marauding Hazaras, many of the passes through which are defended by forts so impregnable that access to them is only to be gained by means of ropes. The Russian Envoy Khanikoff in 1858 sent a survey party along this road from Herat as far east as Khooyorkh."

As far as Bamian there are two roads—one described by Wood and Burnes, 107 miles long; another, said to have been travelled by Daod Khan in 1872, only $90\frac{1}{2}$ miles long.

Many places, however, are common to both the itineraries, and it seems probable that they are practically identical and that "the distances given by Daod Khan are evidently under-estimated." It will be sufficient therefore to describe only the itinerary as given in the Gazetteer on the authority of Wood and Burnes.

1. *Arghandeh*, 14 miles.

Road fairly good, intersected by watercourses brought from the Kabul river, and passing through a succession of gardens and fields. Water plentiful, grass scarce. *Arghandeh* is a village on the road to Ghazni.

2. *Rustam Khel*, 8 miles.—Total, 22 miles.

Road practicable for guns over the *Arghandeh* Pass, at the summit of which is about $2\frac{1}{2}$ miles of tableland. The descent into the valley of the Kabul river is difficult, but may be avoided by following the Ghazni road to Maidan, and then marching up the Kabul river. Supplies and water procurable, grass coarse.

3. *Jalrez*, 10 miles.—Total, 32 miles.

Road rough and stony through a well cultivated valley. Supplies and water procurable. Grass scarce. *Jalrez* (like *Rustam Khel*) is a small village.

4. *Sir-i-Chasma*, 10 miles.—Total, 42 miles.

Road rough, stony, and narrow. Grass scarce. At the halting place is a spring, one of the sources of the Kabul river.

5. *Unae Pass* (foot of), 9 miles.—Total, 51 miles.

Road fair for six miles, but the last three are steep and stony, and the valley narrows very much. This pass leads over the *Paghman* range, and has an elevation of 11,320 feet. Water procurable; grass bad.

6. *Urt*, 5 miles.—Total, 56 miles.

Road leads over the *Unae Pass*, very steep and stony. Guns have been taken over with difficulty. Water procurable; grass scarce.

Urt is a village on an undulating plateau six miles broad, dividing the waters of Kabul from those of Herat and Kandahar.

7. *Gardan-i-Diwar*, $6\frac{1}{2}$ miles.—Total, $62\frac{1}{2}$ miles.

Road tolerably good, passing over four spurs. Supplies, water and forage plentiful.

The village is situated on the banks of the *Helmand* (some 40 miles from its source), which is 12 yards wide and crossed by a ford about $2\frac{1}{2}$ feet deep in July.

The *Helmand* is here joined by a small but rapid stream, the *Ab-i-Siah* coming down from the south slopes [of the *Haji-Khak Pass* in the *Koh-i-Baba* range.

8. *Siah Kala*, 7 miles.—Total, $69\frac{1}{2}$ miles.

Road fair but narrow, entering the valley of *Siah Sang*. Grass and water plentiful. Camp at a small village.

9. *Karzar*, 6 miles.—Total, $75\frac{1}{2}$ miles.

Road indifferent; sometimes over high stony ground, sometimes over bog. Water and grass plentiful. A few supplies at the village, whence the road divides, one track leading over the Irak, the other over the Haji Khak and Kalu Passes.* These passes are the most westerly of those leading towards Turkestan over the Hindoo Koosh; to the southward the drainage is to the Helmand, and northward to the Oxus. The Haji-Khak (11,700 feet) and the Irak are open for ten months in the year, while the Kalu, though affording a better road, is generally only practicable in July, August, and September.

10. *Irak Pass (foot of)*, $5\frac{1}{2}$ miles.—Total, 81 miles.

Road fair, occasionally stony and boggy. Water procurable. Camp at foot of pass.

11. *Ab-i-Irak*, $6\frac{1}{2}$ miles.—Total, $87\frac{1}{2}$ miles.

The ascent over the Kotal is not very steep, but the descent is more difficult. The road would require a deal of labour to make it practicable for wheeled artillery.

12. *Irak*, 4 miles.—Total, $91\frac{1}{2}$ miles.

Road very bad, descending rapidly through a rugged valley. Water and grass procurable.

The village is in fairly open and cultivated country. In the neighbourhood are several villages of Hazaras and Tajaks.

13. *Zohak*, 6 miles.—Total, $97\frac{1}{2}$ miles.

At two miles the road leads over the Khushi Ghât, not so high but more difficult than the Irak Kotal. The ascent is steep (elevation 8,000 feet), and leads to a tableland, whence there is a very bad descent with a dangerous precipice on the right hand.

The road then enters a deep ravine and crosses another small *ghat*. It took a working party of 800 men a whole day to pass a battery of Horse Artillery over this march. Daod Khan says that Zohak was once a large and strong city, though now a ruin. Mines of copperas are seen on the road. Water and grass procurable. Thornton mentions the remains of ramparts 70 or 80 feet high.

14. *Bamian*, $9\frac{1}{2}$ miles.—Total, 107 miles.

Road fair, crossing the Bamian river several times. The town is in the midst of a fertile valley one mile broad, with an elevation of 8,500 feet, but bounded on each side by perpendicular steepes of conglomerate. Bamian is noted for its relics of antiquity including some colossal idols, and large caves penetrating into the rock for a distance of eight miles. On a hill near the town (which consists of about 1,000 houses) are the ruins of a fort called Ghulghuleh, the *débris* of which are scattered all over the valley. The relics are generally attributed to the Buddhist princes of Ghor, who ruled this part of the country in the earlier centuries of the Christian era.

15. *Shibrtun*,† 18 miles.—Total, 125 miles.

At three miles the road passes a sour spring, and at nine miles the hot spring of Saiudan or Syadan. Shibrtún is a village of about thirty houses with two or three forts.

16. *Band-i-Amir*, 21 miles.—Total, 146 miles.

Lies in a valley often called Haft-Band, from seven cataracts which unite in a stream flowing north-west towards Balkh. The valley is about 6 miles long by $1\frac{1}{2}$ miles broad.

* Wood crossed the Haji Khak in November "with great ease," but was compelled to make a small circuit to avoid the snow-blocked pass of Kalu.

† From this point the only authority for the itinerary is that of Daod Khan, 1872.

17. *Yak-Alang*, 15 miles.—Total, 161 miles.

The road passes a ruined city, called Barbar, and at six miles the village of Feroz Bahar. Nine miles further is Yak-Alang, the residence of the chief of the Hazaras; hence a large stream runs to Balkh and waters a meadow nine miles long by $1\frac{1}{2}$ miles broad. Climate healthy, water abundant, forage plentiful.

18. *Garmab*, 15 miles.—Total, 176 miles.

At three miles the road passes a kotal, at the foot of which are several springs.

19. *Khalifa*, 27 miles.—Total, 203 miles.

The road passes Sir-i Jangal, a district belonging to the Deh Zangis, and at 15 miles the halting place of Barikab. Twelve miles further is Khalifa, the limit of the Hazara Deh Zangi.

20. *Daolatyar*, 12 miles.—Total, 215 miles.

A fort on the left bank of the Sir-i-Jangal, near its junction with the Hari-rud. It belongs to the Taemunis.

To this place, from Sir-i-Chasma, another road is given by Daod Khan, about which, however, he affords only scant information.

The total distance is not known, but probably from Kabul to Daolatyar, would be, by that route, some 250 miles. The stages from Sir-i-Chasma are as follows: Burat, Badasiah, Pul-i-Afghan, Jandkara, Markhana, Darazkul, Siah Dara, Surkh-Kodah, Duragh, Sagdez, Tarbulagh, Lal, and Daolatyar. Each stage averages from 18 to 20 miles, and at each is a fort inhabited by from 50 to 100 families.

Darakzul is the last village in the Hazara Behsut country, and the first of the Deh Zangi. The roads are fit for the passage of troops for four months of the year only, and are very hilly. Water is plentiful. The estimated Hazara population between Kabul, Kandahar, and Herat is 10,000 houses, and it might turn out 50,000 matchlock men and 20,000 sowars. From Daolatyar Daod Khan visited Badgah, lying between the territories of the Firoz Kohis and Taemunis, also Ahangaran (?)

21. *Shohrak*, 15 miles.—Total, 230 miles.

Here is a lead mine in Taemuni country supplying Herat, and in the neighbourhood is Band-i-Yarak, the source of the Farah stream.

22. *Khizan*, 15 miles.—Total, 245 miles.

Road abounding with grass; also with water which flows into the Gurgan stream, *via* Ashlan, and then joins the Hari-rud river.

The remaining stages are Chahar Rah (15 miles), Dai* (24 miles), Luga Sang (21 miles) Camp at junction of the Gurgan and Hari-rud (distance not given), Shaplan on the Hari-rud (15 miles), and Herat (21 miles).

The total distance from Kabul is thus approximately 360 miles, but the whole description is so vague that but little reliance can be placed on the figures.

The map measurement in a *straight line* gives 320 miles as the *minimum* distance between Bamian and Herat; thus from Kabul the minimum possible distance must be about 430 miles.

No. 2.—KABUL TO KUNDUZ BY CHARIKAR AND THE SARA LANG PASS.—
195 MILES.

1. *Deh-i-Khudadad*, 3 miles.

Great Trigonometrical Survey, 1876. Road good, passing village of Bimaree at 2 miles. At halting place are twenty houses.

2. *Khoja Chásht*, $7\frac{1}{2}$ miles.—Total, $10\frac{1}{2}$ miles.

Road good, passing villages of Tura Khel (at 3 miles) and Deh-i-Ahia at 5 miles. At Khoja are 50 houses.

* N.B.—Half-way between Dai and Luga Sang is a precipice forming the boundary between the province of Herat and the Ferozkohis and Taemunis.

3. *Charikar*, 24 miles.—Total, $34\frac{1}{2}$ miles.

Road good. At 15 miles pass Karabagh (200 houses), also other villages. At Charikar is a bazaar with 100 shops; it is the largest town in the Koh Daman, and the mart of the trade passing into Turkestan over the Hindoo Koosh. Water and supplies plentiful. Hence a road from the left leads over the Kaoshan Pass, said to be one of the easiest, although seldom open for more than two months in the year.—(See route No. 3).

4. *Parwan*, 12 miles.—Total, $46\frac{1}{2}$ miles.

Road good for 9 miles and then stony. At $1\frac{1}{2}$ miles pass the village of Bayan, and at 4 miles reach the Saralang or Parwan stream, up which the road leads.

5. *Nawuch*, 8 miles.—Total, $54\frac{1}{2}$ miles.

Road bad and stony, passing villages at $1\frac{1}{2}$, $2\frac{1}{2}$, and $4\frac{1}{2}$ miles. At 7 miles is Pajah. The road follows the Parwan stream, crossing it several times.

6. *Alang*, 13 miles.—Total, $67\frac{1}{2}$ miles.

Road bad and stony up the stream. At 3 miles pass the village of Dwao, at 6 miles Hijan, and at 9 miles Ahengaran. From Dwao a road leads by the Bajgah Pass to Inderab, which is said to be easier than the Saralang, but not much used. At Alang is a well-cultivated plain rich in wheat.

7. *Doshakh*, $9\frac{1}{2}$ miles.—Total, 77 miles.

Road stony, but otherwise easy. Elevation about 12,000 feet, but in November 1873 there were only a few inches of snow. Camp at the junction of the Alang and Kaoshan streams.

8. *Khinjan*, 17 miles.—Total, 94 miles.

Road stony, down a valley containing nothing but a few jungle trees. At 9 miles pass a small village called Taktasang. Khinjan is the chief place in the district, and has 200 houses. Roads here unite from the Saralang, Parwan, Bazarak, Khawan, and other passes, and branch off to Inderab on the east, and Khulm *via* Ghorī on the west. Inhabitants Tajaks.*

9. *Kush Dara*, 12 miles.—Total, 106 miles.

Road good, passing the fort of Khinjan at $1\frac{1}{2}$ miles, and leading up the valley of the Indarab river. Country inhabited by nomad Hazaras with large flocks. Kush Dara is a small village one day's march west of Inderab.

10. *Camp in jungle*, 20 miles.—Total, 126 miles.

Road for 12 miles over a flat uninhabited plain to the foot of the Buz Dara, then for 3 miles up a steep pass to a spring called Chashma-i-Murghan. Here a road branches north-west to Ghorī. Last 3 miles into camp bad. Fuel and grass abundant.

11. *Narin*, $16\frac{1}{2}$ miles.—Total, $142\frac{1}{2}$ miles.

Road for 3 miles stony, then good; passing villages at 6, 8, and $11\frac{1}{2}$ miles. Water abundant. No fuel nor grass. Narin has a market twice a week. Inhabitants, Uzbek, with a mixture of the surrounding nomads.

12. *Ishkamish*, 26 miles.—Total $168\frac{1}{2}$ miles.

Road over a level plain, passing Chashma-i-Murghan at 14 miles; then a steep descent to the River Bungi, crossed by a wooden bridge—the stream is 40 paces wide. At 20 miles is an extensive grassy marsh, near Khoja Bandkusha. Ishkamish has a bazaar twice a week. Water, fuel, and grass scarce.

13. *Khanabad*, 11 miles.—Total, $179\frac{1}{2}$ miles.

Road good for 8 miles, and then stony. At Khanabad are 60 houses.

* Wood gives an account of the route *via* the Khawak Pass and Inderab, leading from the Panjshir valley across the Hindoo Koosh to the sources of the Baghlan, and thence down that stream to Narin. The total distance from Charikar is possibly about the same as by the Saralang Pass.

14. *Kunduz*, 15½ miles.—Total 195 miles.

A town on the high road from Balkh to Badakshan. According to the reports of the great trigonometrical survey, it is a miserable place with 1,500 hovels. It has an oblong fort with a mud wall and a dry ditch, but Wood says that the wall is dilapidated on all sides but the south. On the north-east end of the fort is the citadel, a structure of kiln-dried brick, with a moat. At the time of Wood's visit it was the winter residence of Murad Bey.

N.B.—Referring to route No. 7 we find that the minimum distance between Kunduz and Herat is 470 miles, which gives a total from Kabul to Herat, *via* Kunduz, of 665 miles.

No. 3.—KABUL TO KHULM BY THE KAOSHAN PASS.—226 MILES.

1. *Akserai*, 18 miles.

Leech.

A village of 200 houses of Tajaks. Water from a stream.

2. *Charikar*, 18 miles.—Total, 36 miles.

For description of Charikar, see Route No. 2, and footnote, p. 47.

3. *Kaoshan*, 24 miles.—Total, 60 miles.

Road up the bed of the river, through a defile only 40 feet wide near the mouth, and for the next 2 miles widening to about 50 feet, and again narrowing to about 30 feet after passing Kaoshan-i-Bala.

4. *Top of the Pass*, 22 miles.—Total, 82 miles.

At 3 miles from Kaoshan is the fort of Sherkae on a detached hill to the left of the pass. From here to Katasang the defile varies between 30 to 100 feet, and at the last place side roads lead to the Saralang and Jangalawez passes. The defile leads past Mædan-i-Khuni 2½ miles beyond Katasang, and at 4 miles opens out to 350 yards in width, and continues so for ¾ miles, when it closes in to about 50 yards. The ascent is gradual excepting for the last 1¼ miles, and the elevation is about 15,000 feet. The pass is closed from 1st November to the middle of June, and is dangerous from floods till the end of July. The inhabitants on the south side (except the Tajaks of Kaoshan) are Shinwarris; those on the north, Hazaras.

5. *Khinjan*, 53 miles.—Total, 135 miles.

The road passes two halting places, Karataz 20 miles, and Goresúkhtá 37 miles. Kinjan is reached in 16 more miles. (For its description, see Route No. 2.)

6. *Kalagae*, 14 miles.—Total, 149 miles.

Road good, crossing the Khinjan stream. Grass, water, and fuel procurable.

7. *Ghori*, 20 miles.—Total, 169 miles.

Road through a pass for 14 miles. Ghori is a town on the right bank of the Kunduz river, with a market, which supplies caravans passing to Kabul.

8. *Rabat*, 12 miles.—Total, 181 miles.

Road crosses river Kunduz at about 4 miles from Ghori, and turns almost due east to the halting place of Rabat, where there are no habitations and no trees. Fuel and grass scarce. At the point where the road leaves the Kunduz another route diverges to the right, and, following the right bank of the stream, passes through the swampy district of Baghlan and Aliabad to Kunduz.

9. *Heibak*, 18 miles.—Total, 199 miles.

A large village near the Dára-i-Zindan. So high are the rocks of this defile that the sun is excluded in some parts during midday.

The village of Sarkanda is passed halfway.

10. *Hazrat Sultan*, 17 miles.—Total, 216 miles.

At 13 miles pass Ghazniyak, as well as other villages.

11. *Khulm*, 20 miles.—Total, 226 miles.

Pass many little villages. Supplies and water plentiful. The road leads up the valley of the Khulm stream. The town is on the high road from Badakshan to Balkh and Maemana.

N.B.—By Route 7 the distance from Khulm to Herat is 410 miles, giving a total distance from Kabul to Herat, *via* Khulm, of 636 miles.

NO. 4.—KABUL TO KHULM BY BAMIAN.—307 MILES.

Bamian, 107 miles, 14 stages.

For the description of this road see Route No. 1.

15. *Akrabat*, 15 miles.—Total, 122 miles.

Road over narrow paths in the valley of Bamian; the bed of the stream itself is so blocked with stones as to prevent guns being taken along it. The track then leads over a sharp ascent and descent to the village of Akrabat. Wood and
Burnes.

16. *Saeghan*, 20 miles.—Total, 142 miles.

Road for $1\frac{1}{2}$ miles easy, then it enters a long winding gorge, the crest of which is 10,000 feet high, with an equally difficult descent to a well-cultivated valley, inhabited by Tajaks, and called Saeghan. Water and grass plentiful, and assafoetida is procured from the mountains.

17. *Kamrud*, 18 miles.—Total, 160 miles.

Road very difficult, crossing the pass of "Dundun Shikun," or "Tooth Breaker." Kamrud is a village with a fort, below which flows a tributary of the Kunduz, with a width of 24 feet and a depth of 2 feet. Here too is a mineral spring, called the Ziarat of Khaji Abdullah, the water of which had a temperature of 48°, the atmospheric temperature being 34°.

18. *Madar*, 18 miles.—Total, 178 miles.

Road tolerable, crossing the Kara Kotal and passing the villages of Parjinbagh and Bagjah.

19. *Rui*, $38\frac{1}{2}$ miles.—Total, $216\frac{1}{2}$ miles.

Pass the village of Doab at $18\frac{1}{2}$ miles, and continue along a valley to Rui, a large village on the Khulm river.

20. *Khurm*, 20 miles.—Total, $236\frac{1}{2}$ miles.

A road turns off west and north-west at Rui towards Saripul. The direct route continues up the river Khulm to Khurm, a village in a fertile glen. Near Khulm a route branches off to the right across the plain between the Khulm and Kunduz streams, and, crossing the pass of Archa (so called from the fir trees covering its crest), strikes the Kunduz river at Ghor, and thence leads on Kunduz. (See Route No. 3.)

21. *Sar-i-Bagh*, $13\frac{1}{2}$ miles.—Total, 250 miles.

Road down the Khulm stream to the camp, near a village in a cultivated valley.

22. *Heibak*, 20 miles.—Total, 270 miles.

Road down the Khulm and through a defile of the Dara-i-Zindan. For remainder of route to Khulm (37 miles), see Route No. 3.

N.B.—Kabul to Herat, *via* Khulm, by this route 717 miles.

No. 5.—KABUL TO MAEMANA BY BAMIAN, RUI, AND SARIPUL, 397 MILES.

Rui, 19 stages, 216½ miles.

Ferrier.

For description of route to Bamian and Rui, see Routes, Nos. 1 and 4.

20. *Karchu*, 25 miles.—Total, 241½ miles.

Between Rui and Khurm, and about 4 miles from the latter place, the road turns to the west by a narrow and difficult path between rocks. After ascending the mountain, which is not practicable for wheels, the track improves, and the descent is by no means difficult.

21. *Dehas*, 28 miles.—Total, 269½ miles.

The road over plains and tolerably fertile valleys. Water supply limited. At 21 miles a range of thinly wooded mountains is crossed, and the Dehas, a rapid river, is shortly reached.

22. *Saripul*, 35 miles.—Total, 304½ miles.

Road crosses the Dehas by a ford, and then for 1½ hour through fields, after which a stony path near the edge of a precipice leads over a moderately high chain. Water and supplies procurable. Near the top the road improves, and continues good throughout the descent over inhabited country to Saripul, which lies in a plain.

Saripul is an irregular agglomeration of houses, and, including outlying tents, &c., contains* 18,000 inhabitants, chiefly Uzbeks, with a proportion of Ser Jingel Hazaras. The valley is abundantly watered, several streams from the mountains uniting and forming a river that flows on to Shiberghan. Parallel with the bed of this river is a road to Shiberghan (about 28 miles) traversed by Grodikoff in 1878. It leads past Hazrat Imam, on the Oxus, and crosses the Saripul river at Salmazar.

23. *Turgan Teke*, 17½ miles.—Total, 322 miles.

The road for 2 or 3 miles leads over a plain by the banks of the Mirza Aulang rivulet, and then enters a narrow defile, passing 60 feet above the stream.

24. *Koorchi*, 20 miles.—Total, 342 miles.

The spurs, which up to this point form a defile, are here succeeded by overhanging rocks. The entrance to this rocky part of the pass is closed by a small fort, erected by the Maemana troops against the Afghans.

After about 8 miles the pass opens out into the Mirza Aulang, or "green meadow" of the Mirza, near which, on an eminence, is a village of the same name.

The road then climbs over the high range dividing the Sanjalak and Saripul basins for nearly 3 miles, and then descends an almost equal distance to a defile about 3 miles long, and only from 8 to 10 paces wide, shut in by rocks, which approach so nearly overhead that in places it is possible to step across.

After leaving this defile the road enters the fertile and cultivated valley of Koorchi.

The inhabitants are Uzbeks, and have a village of some 300 houses, protected by a citadel.

25. *Maemana*, 55 miles.—Total, 397 miles.

For some 25 miles, as far as Belcherag village (300 houses), the road passes through fertile and cultivated country (Uzbeks), and thence through a rocky defile about 8 miles long, at the entrance to which is a cavern in which used to burn a votive lamp (*cherag*).

Through the defile runs a broad stream running into the valley of Maemana, which is a town with a wall and citadel. The inhabitants are Uzbeks, with a proportion of Tajaks, Heratis, and Jews, and the population was estimated by Ferrier at 15,000; Grodikoff, however, in 1878, placed it at 2,500 only.

* Grodikoff, in 1878, estimated the population at 3,000 only.

The district of Maemana is about 18 miles broad by 20 miles long, with an estimated revenue of 20,000*l.* (Macgregor), and an army variously estimated at from 5,000 to 12,000, chiefly militia, who hold their lands on condition of military service.

After various vicissitudes Maemana became subject to Herat in 1846; it was free from 1853 to 1855, when it submitted to the Afghan Governor of Turkestan. In 1857 the Mir of Maemana tendered allegiance to Persia; in 1859 he threatened to go over to the Amir of Bokhara, but was reduced to subjection by the Afghans. In 1861 he acknowledged the supremacy of Herat and later in the same year of Kabul. In 1868 Maemana was besieged by Abdul Rahman, and had to agree to terms. It now forms a district of Afghan Turkestan.

N.B.—By Route 7, the minimum distance of Maemana to Herat is 230 miles, giving a total distance from Kabul, *vid* the Bamian and Maemana, of 622 miles.

No. 6.—FROM KABUL TO HERAT, BY SARIPUL AND THE HAZARA AND EIMAK COUNTRY—664½ MILES.

(For the road from Kabul to Saripul, see Route No. 5—304½ miles.)

Ferrier describes a road some 360 miles long from Saripul by Zarni, which appears to cross that already described (No. 1) somewhere between the 20th and 22nd stages.

It is so long, and its use by British troops so improbable, that it is not necessary to repeat the meagre details which Ferrier has handed down. The stages are—Budhi (35), Dev Hissar (35), Singlak (35), Kohistani Baba (39), Daria Dara (45), Zarni (49), Ab-i-Ravan (49), Narband (42), Tarsi (14), Herat.

No. 7.—KUNDUZ TO HERAT, *via* KHULM, BALKH, SHIBERGHAN, MAEMANA, AND BALA-I-MURGAB.

(For distance from Kabul to Kunduz see Route 2.)

1. *Karabagh*, 7 miles.

A village on the western side of the Kunduz plain. No water on the march.

2. *Abdan*, 23 miles.—Total, 30 miles.

Road for 5 miles over a level plain, to the base of a ridge over which wheeled carriages can pass. Here is a cistern sometimes called “Abdan No. 3.” Road hence to Abdan (2) does not present any great difficulty.

No water, except that collected at the Abdans.

3. *Angarik*, 20 miles.—Total, 50 miles.

Road due west, passing Abdan (1), at which alone is water procurable.

4. *Khulm*, 9½ miles.—Total, 59½.

Road without obstacles; crossing a ridge about half a mile from Khulm (or Tashkurghan), a town on the banks of the river of the same name.

The old town, with its citadel, is now almost entirely in ruins, and is about 5 miles north of the present site. Water is plentiful, streams flowing through most of the streets, and fruit is abundant. The town has passed through the same series of civil wars as the other principal places in Afghan Turkestan, but since 1855 has been in the hands of the Afghans.

In 1839 the territory of Khulm had an estimated population of 700,000 souls, with revenues of 24,000*l.* in silver, and 56,000*l.* in kind; but these figures are probably at the present time very much reduced. (For distance of Khulm from Kabul, see Routes 3 and 4.)

(Wood)
Route-book,
1865; Ferrier
Leech, Vam-
béry, Grodli-
koff, &c.

5. *Mazar-i-Sharif*, 34 miles.—Total, 93½ miles.

Road crosses the Abdu Kotal over a low pass, and thence over a plain to Mazar-i-Sharif, which in Ferrier's time contained only 200 houses, but thousands of Uzbek and Eimak tents. It is famous for its mosque, and for the supposed miracles performed by its patron, Hazrah Shah. Grodikoff, in 1878, estimated the population at 25,000, and calls it the chief town of Afghan Turkestan. It has lately been more universally known as the death place of Shere Ali.

6. *Taktapul*, 8½ miles.—Total, 102 miles.

A large town built by Mahomed Afzul Khan, and, according to Macgregor, has 10,000 inhabitants. Grodikoff also found there a foundry and a small-arm factory.

7. *Balkh*, 8 miles.—Total, 110 miles.

From Taktapul the road leads over a well-watered plain, past Didaadi, and crosses the Great Balkh River 2 or 3 miles south of Balkh, which town Grodikoff does not seem to have visited. Macgregor describes it as a "famous and once proud city now fallen to decay." It is situated about 67 miles from the southern bank of the Oxus, and has a circumference of 4 or 5 miles, but the number of inhabited houses is inconsiderable.

The ruins of the ancient city extend for a circuit of about 20 miles. The citadel on the north side was more solidly constructed than the buildings and walls, but is now entirely abandoned. The new town is in better order, and is the winter residence of the governor, the majority of the inhabitants leaving it in the summer for the cooler and purer air of Mazar-i-Sharif (Wood). The population, according to Macgregor, is 10,000 Afghans and 5,000 Uzbeks. The territory of Balkh extends north to the Oxus; on the south it is bounded by a chain of mountains 15 miles from the town; east and west by Bajar and Akcheh. Water is abundant, and the natural advantages are such as only to require a numerous population to render it the most fertile district in Asia.

The climate, however, is not healthy; a fact which is ascribed to the nature of the soil, which mixes with the water after rain, as well as to the presence of marshes formed by overflow from the numerous aqueducts.

Balkh has at various times been under the rule of Kunduz, Bokhara, and Khulm; but since 1850 it has been under Afghan Government.

(For the road from Kabul to Balkh, *via* Kunduz or Khulm, compare Routes 2, 3 and 4.)

8. *Aktapa*, 10 miles.—Total, 120 miles.

Road westerly, level and intersected by watercourses and canals, four of which latter are bridged. Forage plentiful. At Aktapa are 150 houses, and a ruined fort.

9. *Mamlík*, 10 miles.—Total, 130 miles.

Road level and easy. Water and forage plentiful. Cultivation scarce. A town with 2,500 inhabitants, and surrounded by a mud wall.

10. *Shakabad*, 10 miles.—Total, 140 miles.

Road as before. Water and forage plentiful. Cultivation partial. A village of 50 houses.

11. *Akcheh*, 10 miles.—Total, 150 miles.

Road as before, over 10 or 11 canals, all crossed by wooden bridges, about 12 feet broad. Supplies, forage, and water abundant.

Akcheh is a town containing 4,000 or 5,000 inhabitants; it is surrounded by a mud wall, and has a small fort. Macgregor fixes the number of inhabitants at from 7,000 to 8,000 Uzbeks, and its fighting force at 200 horsemen, capable of expansion to 1,000 or 1,200. The country around is well cultivated and populated.

12. *Shiberghan*, 20 miles.—Total, 170 miles.

Road good, over 3 bridged canals. At 10 miles, pass the village and fort of Airagli (80 to 100 houses). Shiberghan is a town containing 12,000 souls (Uzbeks and Parsivans). It has a citadel, but no other fortifications. Surrounding country fertile and well cultivated. The town suffers under the disadvantage of drawing its water from the Khanate of Saripul, and being thus liable, in any of the frequent disputes with that place, to complete interruption of the supply. A permanent force of 2,000 horse and 500 foot is maintained at Shiberghan, capable of expansion to a total of 6,000 men.

The little State of Shiberghan has been at times under Balkh, Herat, and Bokhara, and is now included in the Government of Afghan Turkestan.

In 1878, Grodikoff travelled from Mazar-i-Sharif to Salmazar (a place 2 or 3 miles south of Shiberghan), by a road rather south of the one here described, passing through the old ruins of Balkh, Beimar, and Salman, from which last place his route followed the Mogul dam, erected for the purpose of collecting water from the adjacent rivulets.

13. *Khorasan Guzar*, 10 miles.—Total, 180 miles.

The road turns south-west; it is level, and slightly sandy. Khorasan Guzar is a halting-place where forage and water are procurable, but there are no supplies.

14. *Takht-i-Rustam Khan*, 20 miles.—Total, 200 miles.

This stage cannot be shortened as there is no water to be found along the road, which is sandy. Takht-i-Rustam Khan is a halting-place; there are no supplies. Water from seven wells, five of which are brackish. Forage is procurable. No cultivation.

15. *Tekeh Mazakht*, 10 miles.—Total, 210 miles.

Road good, over a desert. One bridged canal and three small water-courses. Tekeh Mazakht is a halting-place by a river. Forage is procurable.

16. *Khaerabad*, 10 miles.—Total, 220 miles.

Road level and good. At Khaerabad there are about 150 houses scattered in groups of 4 or 5.

17. *Islim*, 10 miles.—Total, 230 miles.

An encampment of shepherds, with a small mud fort. A river fordable, knee deep. Partial cultivation.

18. *Maemana*, 10 miles.—Total, 240 miles.

Road good, crossing the Sanjalak river which is only ankle deep. (For a description of Maemana see Route 5.)

19. *Almal*, 18 miles.—Total, 258 miles.

A village of five forts, containing 500 houses and tents, well-peopled. The road passes continuously (south-west) through a mountainous country. A six hours' journey.

20. *Narin*, 11 miles.—Total, 269 miles.

No cultivation, but some tents of nomads. Forage and water abundant. *En route* pass the important village of Kaesar. The road runs through valleys, small, fruitful, but abandoned, having been rendered unsafe by marauding Turkomans, Jamshidis, and Firozkohis. Narin is described as 5 German miles from Maemana.

21. *Tchitchektoo*,* 21 miles.—Total, 290 miles.

The frontier station of the Maemana district. Near it is the village of Tchmguzar; and 9 miles south-east of it, among the hills, that of Khojakand.

22. *Kale Veli*,† 20 miles.—Total, 310 miles.

The road lies through a tolerably broad valley, having the Sarik Turkomans

* Chichaktu.

† Kala Vali.

on the right and the Firozkohis on the left. The land is very fertile, but it lies fallow owing to the robbers who infest its borders. When Vambéry passed Kala Vali, it was a ruin.

23. *Bala Murghab*, 20 miles.—Total, 330 miles.

The way leading to the River Murghab traverses a rough mountainous pass, in many places very steep, and, at the same time, so narrow that loaded camels advancing singly could with difficulty wind their way through; it is said to be the only practicable pass leading over the mountain to the bank of the river. A body of troops wishing to cross the Murghab would have either to pass through the desert (and for this they would have to be on good terms with the Salor and the Sarik) or make their way through this pass; for which enterprise the friendship of the Jamshidis is essential, as their hostility might in the defiles be prejudicial even to the strongest army. For 20 miles north of this, towards Maemana, there is but little water.

The Murghab here is not very deep, but the current is very strong, and it cannot be crossed at all places owing to the blocks of stone lying in its bed.

Bala Murghab has a mud fort and 600 houses and tents of (Firozkohi Eimaks), and it is the residence of the chief of the Jamshidis. To the south-west of the fort the valley becomes so narrow that it merits rather the name of a defile. The Murghab runs through its midst.

24. *Darband Pass*, 1st, 16 miles.—Total, 346 miles.

„ 2nd „ „ 362 „

Two high mountainous peaks, both bearing the name Darband, are visible from Murghab, and it is a two days' journey to reach them. They are far loftier, narrower, and easier of defence than the pass on the right bank of the river. The elevated masses of rock which form the first Darband are crowned with the ruins of an ancient fort. Further on, at the 2nd Darband, on the banks of the river, are the remains of an old castle and an old bridge (Pul-Taban).

25. *Mogor*, 16 miles.—Total, 378 miles.

Beyond the second pass the Murghab is quitted and the road turns to the right (west) towards a plateau closely adjoining a part of the desert peopled by the Salor.

Here begins the ascent of the Talkghuzar mountains, which it takes three hours to cross.

26. *Kale No*,* 16 miles.—Total, 394 miles.

The ruins of a former town and fortress, surrounded by a few tents of Hazaras.

27. *Alvar*, 24 miles.—Total, 418 miles.

There are the ruins of an old fort here.

28. *Siriband Pass* (summit of), 2 miles.—Total, 438 miles.

A very high pass, covered with everlasting snow.

29. *Sir-i-Chasma*, 24 miles.—Total, 462 miles.

A continuous descent to the valley of Sir-i-Chasma. There are some very dangerous places along it, the path passing close to the edge of the precipice being only a foot broad.

30. *Karukh*, 24 miles.—Total, 486 miles.

* Kala Nao.

31. *Herat*, 23 miles.—Total, 509 miles.

It must here be noted that the distance from Bala Murgab to Herat does not agree with that given by Ferrier, who makes it nearly 40 miles shorter, a measurement which more closely approaches that of the map.

His itinerary from Bala Murgab is as under :—

24. *Karnachi*, 10 miles.—Total, 340 miles.

No habitations. Camel-forage plentiful. The only water is from a small cut two feet wide, from the river at Bala-Murgab. Road along the water-course ; no impediments. Ferrier, p. 15

Chasm-i-Mangur, 10 miles.—Total, 350 miles.

No cultivation, and only a few tents. Road level and good. Forage and water abundant.

Koh-i-Duzd, 20 miles.—Total, 370 miles.

At three miles an ascent begins, lasting half-a-mile, and then there is a long descent for four miles, after which the road is level and good. Only a few clusters of tents about the halting place. The river water is brackish, but 30 or 40 springs of pure water are in the neighbourhood.

Kala-i-Nao, 20 miles.—Total, 390 miles.

Road level and good ; cultivation in abundance. This stage may be divided half-way at Postallak, where there are springs of fresh water. At *Kala-i-Nao* are about 1,500 houses and tents, with a mud fort.

Aushara, 10 miles.—Total, 400 miles.

A few tents. Good water and camping ground. Forage abundant.

Khushk-i-Zard, 10 miles.—Total, 410 miles.

40 tents. No cultivation. Forage and water abundant. One difficult descent.

Band-i-Zermast, 20 miles.—Total, 430 miles.

A very difficult ascent for six miles. No water on the road. At the camping ground forage and water are abundant. No dwellings.

Kharoké, 20 miles.—Total, 450 miles.

Road level and good, with water, but no grazing nor forage. At *Kharoké* is a military post ; cultivation, forage, and water abundant.

Herat, 20 miles.—Total, 470 miles.

Good level road all the way past a succession of clusters of four or five tents.

Ferrier further describes another road from the Murghab river to Herat, a description of which is appended.

Mingal, $13\frac{1}{2}$ miles.—Total, $343\frac{1}{2}$ miles.

Road through a fertile valley. At *Mingal* a village inhabited by Hazaras, and well cultivated.

Turchikh, $22\frac{1}{2}$ miles.—Total, 365 miles.

Road level, through well-watered meadows, with the exception of one rugged hill. Belongs to the Hazara Zeidnats.

Ozingoorek, $22\frac{1}{2}$ miles.—Total, $387\frac{1}{2}$ miles.

Road as before, with one rugged hill to be crossed. Water supply good.

Kooshk Assaib, $22\frac{1}{2}$ miles.—Total, 410 miles.

A clayey road, over hill and dale. Camping ground uninhabited, with good water supply.

Kooshk Rabat, 22½ miles.—Total, 432½ miles.

Road stony, over mountains and valleys. Water muddy.

Parwana, 10½ miles.—Total, 443 miles.

Road easy, over a clayey plain. Camp near a small Eimak village.

Herat, 10½ miles.—Total, 453½ miles.

Road over mountains; sometimes clayey, sometimes flinty.

This last route is probably identical with that described in Route No. 16.

NO. 8.—KANDAHAR TO HERAT, *via* FARAH AND SABZWAR (THE SOUTHERN ROUTE)—400½ MILES.

[For the road to Girishk (75½ miles, 7 stages), see Route No. 9.]

8. *Haoz*, 17 miles.—Total, 92½ miles.

Gazetteer
Part II., and
Todd, also
Marsh.

Good encamping ground. The reservoir, which is 20 feet square, has very little water in it in January. It is built in a broad ravine, down which there must be a considerable stream after the snow begins to melt. Should the water here be found scarce, it is possible that a road from Girishk to Shorab might be found *via* Sadut, Zur, &c. Forage and grass rather scarce; a few ravines crossed, but the road generally good, over a hard, level, and arid plain.

9. *Shorab*, 23 miles.—Total, 115½ miles.

Good encamping ground. Water plentiful in the winter and spring, later in the year it is said to be brackish, but the supply is susceptible of great improvement. Forage and grass generally plentiful. Road over a desert plain, somewhat uneven, and in places stony.

10. *Dalhak*, 8 miles.—Total, 123½ miles.

A ruined fort. Good encamping ground. Water rather scarce (may be increased with care) from a spring. Forage and grass scarce. Cross a broad stream at about 5 miles.

11. *Haen Gilan*, 15 miles.—Total, 138½ miles.

A ruined fort. Good encamping ground. Water rather scarce (may be increased with arrangement), from a karez. Forage and grass scarce. The Darwaza Pass is crossed about third mile.

12. *Dilaram*, 13 miles.—Total, 151½ miles.

Dilaram was formerly a place of considerable importance; it is now in ruins. Good encamping ground on the right bank of the river. Water, forage, and grass abundant. Ford the Khashrud at the end of march. The bed of the river is 300 yards broad, with a small clear stream in the dry season about 2½ feet deep. The Khashrud unites with the Helmand, which flows to the westward into Lake Zira, near Seistan, 150 miles from Girishk. There are villages all the way. The left bank is high and steep. The northern route is connected with this road at Dilaram by a road from Washir, Stage 11, Route 9*.

13. *Ibrahim Jui*, 14 miles.—Total, 165½ miles.

Encamp on good ground on the right bank. The water of the river, except in spring, does not flow down so far as this spot; in July its bed is perfectly dry 6 miles higher up; it is believed, however, that by previous arrangement it might be brought down; its water in the higher part of its course is carried off for irrigation. Forage and grass scarce.

* Journeying from Herat to Kandahar, in 1873, Marsh changed to the northern road by this link, which he described as a "horrid long march over rough ground... the heat being unbearable."

14. *Kala Ibrahimi*, 5 miles.—Total, 170½ miles.

There are several small forts in this part of the plain. *Kala Ibrahimi* may not be exactly on the road; this point is the eastern extremity of the plain of *Bakwa*. A force marching from *Dilaram*, and not finding water at *Ibrahim Jui*, would halt on the irrigated land of this district at the nearest spot where a supply of water was procurable. The plain of *Bakwa* is about 20 miles from east to west, and within these limits a force might halt in any position.

15. *Chiagaz*, 14 miles.—Total, 184½ miles.

A small fort near *Siahab*. Good encamping ground. Water, forage, and grass abundant. Road still over the cultivated plain of *Bakwa*. From *Siahab* there is a route to *Shaiwan* (Stage 18 of No. 9. Route) as follows:—

Garmab 17 miles.

Shaiwan 20 miles, and so on to *Herat* by the northern route.

From *Shaiwan* there is an alternative road to *Sabzwar*, viz.:

	Miles.
<i>Farah Rud</i> river (right bank)	1½
<i>Ab-i-Khurmeh</i>	21½
<i>Chah-i-Jahan</i>	17
<i>Adrashkand</i> river (left bank near <i>Kala-i-Dukhtar</i>)	17½
<i>Sabzwar</i>	5½
Total	63

16. *Karez*, 15 miles.—Total, 199½ miles.

Good encamping ground near some ruined villages. Water bad. Road good, over a fine level plain.

17. *Khormalik*, 16 miles.—Total, 215½ miles.

Water good and plentiful. Some cultivation in the neighbourhood. The road crosses two ranges of hills. One pass stony and difficult for camels.

18. *Haoz-i-Khalsa*, 10½ miles.—Total, 226 miles.

Water, forage, and grass good and plentiful.

19. *Farah*, 10½ miles.—Total, 236½ miles.

A town similar in plan to, and about half the size of, *Herat*, surrounded by a mud wall, with a wide and deep ditch, which can be flooded at pleasure. The citadel occupies the north angle of the place. There are two gates, the *Herat*, in the centre of the northern face, and the *Kandahar*, exactly opposite, in the southern face. Marsh described it as almost uninhabited and in ruins (1873).

20. *Karez*, 9 miles.—Total, 245½ miles.

Water from *Karez*. Road over a fine plain. Cross the *Farah Rud* soon after leaving *Farah*, about 400 yards broad, with a stream, in the dry season, of 150 yards, and 2 feet deep; water clear and rapid.

21. *A well*, 8 miles.—Total, 253½ miles.22. *Mula Mustafa's Well*, 7 miles.—Total, 260½ miles.23. *Jeja*, 13 miles.—Total, 273½ miles.

Jeja is situated on the left bank of the *Adrashkand*. The bank is very steep. Road for the most part tortuous, rocky, and bad.

24. *Water (among hills)*, 9 miles.—Total, 282½ miles.

Encamp near some water in the hills. Cross the *Adrashkand* river on leaving *Jeja*, and soon afterwards ascend a short pass.

25. *Adrashkand River*, 9 miles.—Total, 291½ miles.

Encamp on the right bank of the river. The bank is high here.

26. *Adrashkand River*, 8 miles.—Total, 299½ miles.

Encamp on the right bank of the river.

27. *Sabzwar*, 8 miles.—Total, 307½ miles.

Sabzwar is situated on the left bank of the Adrashkand. Water procurable. The road follows the right bank of the river until Sabzwar is reached, and crosses the Gudar Khana Pass. Sabzwar is built on the same plan as Herat and Farah, and is about half the size of the latter. It may be one mile in circumference; it is surrounded by gardens and cultivated ground. Water is conducted to the town by numerous canals from the river; these, in a measure, protect the approaches to the place.*

28. *Ziarat*, 12 miles.—Total, 319½ miles.

Good encamping ground. Some few supplies procurable. Water sufficient. Forage and grass abundant. The Ziarat is a solitary building, with a reservoir of water. The road lies over a plain once highly cultivated; many villages and small forts are visible to the south of the road.

29. *Sherbakhs*, 17½ miles.—Total, 337 miles.

Good encamping ground. Water plentiful, but rather brackish. Forage and grass abundant. The road leads over a basin-like plain, surrounded by low hills. The bed of a stream, dry in July, but of considerable size, runs close on one side for several miles.

30. *Gandatsu*, 9½ miles.—Total, 346½ miles.

Good encamping ground. Water rather scarce. Forage and grass abundant. There is a karez 4 miles east, and a small stream 5 miles west of the spot, where water is plentiful. The road leads over a vast plain, and slightly descends after going a short distance, then becomes level. Towards the end of the march two watercourses are crossed, the second of considerable size.

31. *Shorak*, 10½ miles.—Total, 357 miles.

Encamping ground irregular. Water scarce. Forage and grass plentiful. In the spring of the year water must be abundant here and at the next stage. Road over slightly undulating ground; low hills to the west. Cross four watercourses. For the last 3 miles, the road skirts the Shah Bed range.

32. *Water (in a ravine)*, 7 miles.—Total, 364 miles.

Encamping ground irregular. Water scarce. Forage and grass plentiful. The road at first winds round the north-west extremity of the Shah Bed range, then crosses four small streams, dry in July, one of which lies in a hollow of considerable magnitude, with smooth but steep slopes.

33. *Gur-i-Sufed*, 8 miles.—Total 372 miles.

Tolerable encamping ground; water, forage, and grass sufficient; road difficult for guns; a succession of rolling undulations, which the road crosses at right angles. Soil hard and gravelly. Several dry watercourses crossed.

34. *Kali-i-Mula Yassin*, 9½ miles.—Total, 381½ miles.

Good encamping ground; water plentiful; forage and grass abundant. A few small villages in the vicinity. Road over undulating ground, the ascents and descents gradually becoming less; then over a hard, gravelly, and almost level plain. Pass Galowzi, a small village, with water, at 6, and Kala-i-Chasma Koni at 7 miles; then cross a stream.

* Marsh travelled from Herat to Sabzwar in three days.

35. *Rozeh Bagh*, $11\frac{1}{2}$ miles.—Total, 393 miles.

Good encamping ground outside the garden; water plentiful from canals; grass very scarce; camel forage abundant. Bhoosa procurable from several villages.

36. *Hari Rud River*, $4\frac{1}{2}$ miles.—Total, $397\frac{1}{2}$ miles.

37. *Herat*, 3 miles.—Total, $400\frac{1}{2}$ miles.

NOTE.—The other route from Chiagaz to Sabzwar, *via* Shaiwan (p. 27), if adopted, would reduce the distance by 16 miles, but it is probable that no army would march from Kandahar to Herat without passing Farah. From Farah to Jeja the water supply appears principally dependent on wells, but from Jeja to Sabzwar, the road runs up the Adrashkand, where water is plentiful. If a strong post were established on the banks of the Khashrud, large supplies of grain might be drawn into it from the district of Bakwa. The harvest in the Farah district is reaped fifteen days earlier than at Herat, so that if this were secured early in June, when the Farah Rud becomes easily fordable, there would be no difficulty in reaching Herat in time for its harvest. Bakwa is a large plain, 100 miles from Girishk and 33 from Farah. (*Gazetteer, Part II.*)

No. 9.—FROM KANDAHAR TO HERAT, *via* GIRISHK—WASHIR AND ADRASHKAND
(THE NORTHERN ROUTE).—369 MILES.

7. *Girishk*, $75\frac{1}{2}$ miles.

The road as far as Girishk is so well known, and has so lately been traversed by British troops, that it is not necessary to give details. Gazetteer
Part II., and
Marsh.

The village is insignificant, and the fort, which is situated about $1\frac{1}{2}$ miles from the right bank of the Helmund, is far from formidable. The strategical position of Girishk, however, is of the utmost importance, as commanding the direct Herat-Kandahar road, as well as the best fords over the Helmund, which at its lowest is 100 yards wide, $3\frac{1}{2}$ feet deep, with a current of three miles per hour. Girishk was occupied by the British in 1839-42, and again in 1878-9.

8. *Zeruk*, $20\frac{7}{8}$ miles.—Total, $96\frac{3}{8}$ miles.

Encamp on an open plain; water good and abundant from several kahreezes; grass and forage plentiful; some cultivation in the neighbourhood, but not so much as to promise supplies for a regiment; fuel here, as at the former halting places, is scarce, the dead rushes found on the plains being almost the only procurable; at most of the stages, however, there are mulberry trees, which could be used in extreme necessity. The road for six miles is stony and undulating, crossing the beds of several torrents which drain the plain; afterwards it is level and easy, until the fort of Saadut is reached at 18 miles, beyond which it becomes undulating and stony again; one or two of the slopes are steep.

Saadut is a strong little place surrounded by a dry ditch; it is formidable from its erection and the very hard gravel of which it is made; the form of the fort is oblong, with round towers at the angles and in the sides, which are about 180 by 140 yards in length; the ditch encloses a space of nearly 300 by 400 yards.

There is an abundant supply of water, and good ground for a camp at Saadut.

9. *Dooshakh*, $12\frac{7}{8}$ miles.—Total, $109\frac{3}{8}$ miles.

Good ground for a large camp; water plentiful from kahreezes; grass and forage abundant; one or two villages and some cultivation in the vicinity, but scanty supplies could be expected; road hard and level. At 6 miles pass Lur; here water and forage are procurable, and if Saadut were made a halting place, Lur would form another at a distance of $8\frac{1}{2}$ miles.

10. *Kooshk-i-Sufaid*, 22 miles.—Total, 131 $\frac{3}{8}$ miles.

A village; ground for encamping rather irregular near the village, but ample space available a short distance to the west; water plentiful from kahreezes; grass and forage good; several villages and more cultivation in the vicinity; it is possible that some supplies might be collected here if compulsion were resorted to; the first part of the road good and level. At three miles pass abundant water and a good plain for a camp; this would form a third halting place from Lur; at 8 $\frac{1}{2}$ miles enter a range of hills, shortly after which the road becomes contracted in several places, so that a laden camel can barely pass; a gradual ascent, but broken and stony. The summit of the pass is about 900 feet above the level of Dooshakh; this is reached in three miles from the base; from this point the road winds along the beds of watercourses, passing over much difficult ground; not practicable for guns, but could be rendered so without great labour.

There is another route from Dooshakh to Washir, said to be shorter, easier, and better supplied with water; it is 27 miles long, and passes Kurra Khan, Ujrum and Shela (or Guswass).

11. *Washir*, 9 $\frac{6}{8}$ miles.—Total, 141 miles.

Encamping ground fair; water plentiful from kahreezes; grass and forage for camels abundant; many villages in the vicinity of Washir, and several gardens; supplies, in small quantities, could be procured, with previous arrangement; road hard and good, with a gentle descent the whole way; it runs through a valley well studded with villages and gardens, watered by kahreezes. Near Washeer it becomes undulating and stony. From here it is possible to join No. 8 Route at the 12th stage from Kandahar.

12. *Khashrud River*, 12 $\frac{3}{8}$ miles.—Total, 153 $\frac{3}{8}$ miles.

Encamp on the left bank of the river; ground irregular and broken; water excellent; grass and forage rather scarce; no villages in sight, the country on either side of the river stony and almost a desert; road uneven and stony, but practicable for guns; at 1 mile come on the source of a small stream called "Ansiaub," which is followed for nearly 6 miles down a narrow valley lying between low hills; the last 4 miles the road winds down a dry watercourse. This is the boundary of the Kandahar and Herat territories.

13. *Ibrahim Jui*, 16 $\frac{7}{8}$ miles.—Total, 170 $\frac{3}{8}$ miles.

Good ground for encamping on the banks of a stream, immediately under a large mountain called "Spundoo"; water plentiful; grass and reeds for fuel procurable in the bed of the stream; bhoosa obtainable from villages a few miles distant; in two or three days fuel could be collected from the neighbouring hills. The descent into the Khashrud steep and bad; in July the channel is 40 yards wide, and 1 $\frac{1}{2}$ feet deep. During rain, however, the stream is very formidable, caravans being sometimes detained 10 days on its banks. The bed of the river is 300 yards broad. For 3 miles beyond the river the road winds among low hills until a small spring is reached; beyond this it leads over a hard level plain for about 9 miles, crossing the dry beds of two considerable mountain torrents, and then enters a range of hills of moderate elevation; in some places it is narrow, and intersected by the dry beds of hill streams.

14. *Nullukh*, 13 $\frac{4}{8}$ miles.—Total, 183 $\frac{6}{8}$ miles.

Good encamping ground on the banks of a small stream called "Cherra." Water plentiful and good. Grass and camel forage abundant. Very little cultivation near the camp, though some is met with on the march. Road winds among hills for 1 mile, and then leads over a plain, skirting a range of precipitous and lofty hills for three miles, this part is good; it then enters a mountain gorge, and ascends the valley for 4 $\frac{3}{4}$ miles to a spot called "Guneemurgh," where there is a plentiful supply of water, from which place

it threads a succession of valleys over rather difficult and broken ground, but no steep ascents or descents.

15. *Toot-i-Kusurman*, $6\frac{5}{8}$ miles.—Total, $190\frac{4}{8}$ miles.

Encamping ground sufficient for a large force; water good from a kahreez; grass and camel forage abundant; fuel procurable; partial cultivation in the Cherra Valley, but none near camp; the country could not afford supplies. Road among hills the whole way, but not difficult; very high mountains towering in front; the road ascends gradually as these are approached. At the village of Cherra water is met with, also a small fort; others (all contemptible) are seen to the west.

16. *Larjurd Kahrez*, 15 miles.—Total, $205\frac{4}{8}$ miles.

Encamping ground irregular, but sufficient for a large force; water good and plentiful; camel forage abundant, grass rather scarce; a few villages in the vicinity; cultivation scanty; road difficult; after 2 miles it enters a valley from $\frac{3}{4}$ to 2 miles wide, bounded by lofty and rugged peaks on both sides. At $5\frac{1}{2}$ miles the summit of the pass, 1,200 feet above the last encamping ground, is reached; the road then descends, the valley gradually widening out to 3 or 4 miles; at the base water is found in a stream. The road over the pass is much broken, and, in its present state, impracticable for artillery; a company of pioneers, however, could remove every obstacle in a couple of days.

17. *Sheheruk*, $15\frac{5}{8}$ miles.—Total, $221\frac{3}{8}$ miles.

Encamping ground good on a level plain; water plentiful; grass and camel forage abundant; villages and cultivation near, but supplies difficult to be procured; the road for 4 miles passes over undulating ground, then enters a low but very rugged range of hills, through which it winds for about 2 miles. At 11 miles a second range of hills is met; these are crossed without difficulty, and at the 12th mile the road enters upon a hard, level plain, which extends to the banks of the Farah-rud.

18. *Shaiwan*, $15\frac{3}{8}$ miles.—Total, $236\frac{3}{8}$ miles.

The encamping ground near the villages is broken and confined, at a little distance, however, there is ample room; water plentiful; forage abundant. The banks of the Farah-rud are studded with villages and cultivation; road good, passing over a level plain for 10 miles, then slightly undulating ground, intersected by watercourses. A high range of hills, with a very remarkable projecting mass at a point between this village and Sheheruk, lies to the south of the march. Fruit and grain are procurable here, and it is believed that if depôts were formed at convenient distances on the banks of the river, partial supplies might be collected; the harvest is cut in the early part of July. The southern road connects here from near Chiagaz (the 15th stage of Route No. 8.)

19. *Farah-rud River*, $1\frac{3}{8}$ miles.—Total, 238 miles.

Encamp on high ground on the right bank of the river; water plentiful; grass and forage rather scarce on the right bank, on the left it is very abundant, so that, except during the floods, cattle could be grazed on the left bank; fuel scarce. The river is forded soon after leaving camp; bed very irregular, alternate rapids and deep pools, 400 yards broad, with a channel in the dry season of 50 yards and $2\frac{1}{2}$ feet deep. During the floods, caravans are sometimes detained for weeks.

20. *Ab-i-Khoormeh*, $21\frac{3}{8}$ miles.—Total, $259\frac{3}{8}$ miles.

Encamp on meadow land, which, if preserved would supply sufficient grass for a large force; water procurable from a spring, care must be taken that it is not wasted; forage tolerably plentiful; no villages or cultivation near; road for 14 miles over a hard, stony, level plain, it then enters low hills and follows for some miles the bed of a mountain stream, gradually ascending to the end of the march; hill all round.

21. *Chah-i-Jehan*, $17\frac{2}{3}$ miles.—Total $276\frac{5}{8}$ miles.

Good ground for a camp; water tolerably good from springs and sufficient for a small force; grass and camel forage abundant; no villages or cultivation near; road somewhat rough and stony. At $10\frac{1}{2}$ miles there are two roads to the halting place, that to the left leading up the face of a hill (a short but steep ascent) is shorter by $1\frac{1}{2}$ miles, and with a little improvement might be made practicable for light Artillery.

22. *Aisabad*, $20\frac{1}{8}$ miles.—Total, $296\frac{6}{8}$ miles.

Encamping ground good; water plentiful from kahreezes; grass and forage abundant; fuel scarce; road generally good and level; in one part it winds through hills of no great elevation, but which, here and there, approach close to the road, and from their position afford a strong post to a force wishing to defend the pass against an army approaching from Herat. The southern route to Herat falls into this one at Sabzwar, distant about 8 miles; a depôt for supplies established at this latter place, or in the vicinity, would enable an army advancing on Herat to halt and recruit the cattle for a few days before encountering the toilsome marches in advance. The province of Sabzwar is reported to be one of the richest in this part of the country.

23. *Adrashkand River*, $21\frac{2}{3}$ miles.—Total, 318 miles.

Encamp on broken ground on the left bank of the river; water plentiful; grass, forage, and fuel abundant; no villages or cultivation; a fatiguing and difficult march. From Aisabad a force might change ground to the verge of cultivation of the Sabzwar Plain to the north, distant about 4 miles; it might then halt at the stream called "Khojil Ouruk," where there is good water and abundance of forage; this would leave between 6 or 7 miles to the river, in which portion of the march a difficult pass has to be surmounted. After leaving the cultivated land, the road enters on a hard stony plain for 6 miles, ascending gently, then winds through hills for $5\frac{1}{2}$ miles, until a basin, surrounded by low eminences, is reached; this tableland is $2\frac{1}{2}$ miles across, when there is another slight ascent, the elevation reached being about 1,500 feet above Sabzwar. The descent into the valley of the Adrashkand is steep, rocky, and tortuous, requiring the services of a company of pioneers for a day to make it practicable, and 3 or 4 days to make it easy for artillery.

High peaks rise to the east, the summits of which are about 10,000 feet above the level of the sea.

24. *Serai-i-Shah Bed*, $22\frac{3}{8}$ miles.—Total $340\frac{3}{8}$ miles.

Encamping ground fair, though commanded by some hills to the east; all the encamping grounds among hills in this route are commanded; water from a stream in front of the ruined serai; grass and forage abundant; no supplies of any description procurable. After crossing the Adrashkand (fordable), the road for 19 miles is one continuous ascent among heights, the elevation reached being 1,500 feet above the camp at Adrashkand, or 6,500 feet above the level of the sea. Water and forage are procurable at convenient distances throughout the march; the road is stony, and in some places difficult, but practicable for guns throughout. The Rud-i-Guz, which falls into the Adrashkand at the ford, runs parallel to the road for the first 6 miles.

25. *Rozeh Bagh*, $21\frac{1}{8}$ miles.—Total, $361\frac{1}{8}$ miles.

Good encamping ground outside the garden; water plentiful from canals; grass very scarce; camel forage abundant; bhoosa procurable from several villages; the road ascends 700 feet the first 3 miles, then descends gradually 2,000 feet to Rozeh Bagh; pass a spring of water at $4\frac{1}{2}$, and a kahreez at 15 miles; good road the whole way.

26. *Harirud River*, $4\frac{1}{2}$ miles.—Total, 366 miles.

Good ground for encamping; water procurable; grass and forage plentiful; the bed of the river is wide and shingly; the stream runs in several channels; during the dry season the largest is about 40 yards wide and $1\frac{1}{2}$ feet deep; a bridge formerly spanned the river—it has long since gone to decay.

27. *Herat*, 3 miles.—Total, 369 miles.

Note that there is also a road by the valley of the Helmand, distant 419 to Nasirabad, or a total distance to Herat of about 700 miles; also one from Girishk, across the desert to Nasirabad, 190 miles—giving total distances to Herat from Girishk of 483 miles, and from Kandahar of 540 miles.

Neither of these roads, however, is likely to be utilized for a direct advance.

CHAPTER IV.

A SHORT NOTICE OF THE TRIBES BETWEEN HERAT AND THE
BRITISH ADVANCED BASE (*viz.*, KABUL—KANDAHAR.

THE principal tribes with whom a British force would have to deal in an advance from the northern portion of the above base are as under :—

In Kabul itself	{ Kizilbashis. Barakzais.
South and east of the Hindoo Koosh and Koh-i-Baba	{ Kafars. Kohistanis. Ghilzais.
North of the Hindoo Koosh generally ..	Uzbeks.
South and south-west of the Uzbeks ..	Hazaras.
West of the Hazaras	Eimaks
South of the Eimaks	Duranis.

The *Kizilbashis* are a tribe of Persian descent, who entered Kabul with Nadir Shah.

They inhabit the Chandol quarter of the city, and are divided into three clans. They are in number about 150,000; by religion Shiah's, and constitute the great bulk of the Kabul army.

The *Barakzais* are the younger, but now more powerful, branch of the Duranis. They are the reigning family of Afghanistan, and, though living principally near Kandahar, are the owners of Kabul. They number in all about 40,000 families. Religion, Suni.

The *Kafars* are the inhabitants of the central section of the Hindoo Koosh and the valleys to the southward. Their origin is a subject of dispute, but it seems probable that they are the aboriginal inhabitants driven into the mountains by Mahomedan advances.

Their religion is an idolatry somewhat differing from that of the Hindus. Their numbers are doubtful, but possibly not far short of 100,000. They are active, and show themselves more skilful in war than their Mahomedan neighbours, with whom they are often quarrelling.

The *Kohistanis* inhabit the Panjsher, Ghorband, and Uharikar valleys (the Koh-i-Daman). They number about 100,000 and are described as bold, violent, and unruly. By religion they are Sunis.

The *Ghilzais* are a very powerful tribe, bounded on the south by an irregular line drawn through Asia Hazara (12 miles south of Kelat-i-Ghilzai), through Poti, and thence eastward to the crest of the western Sulieman range, which it follows north-north-east for some distance, and then crossing to the eastward includes the source of the Gomal river. Thence the boundary turns north-west, avoiding the Mangal country, and becoming co-terminal with that of the Jajis, near Jajithana, a few miles east of the Shuturgardan. It then strikes the Jellalabad road near that city, where one body of the Ahmedzai

section crosses the Kabul river, and extends a little way into the Kunar valley, while another body crosses the river near the junction of the Alingar and Tagao rivers. Near Jagdallak the boundary is the southern bank of the river Kabul, which it follows in a west and south-west direction to the sources of that river, which it includes as well as those of the Logar. Then turning more south it follows the crest of the Gulkoh range, till, a little south-west of Kelat-i-Ghilzai, it breaks away to the eastward, striking the Kandahar road at Asia-Hazara.

There are various estimates of their number, some authorities placing it as high as 425,000, but Lumsden is probably more correct in giving a total of 276,000, including those inhabiting Herat and Farah. Their fighting strength he fixes at 50,000, but thinks that they could never be united owing to their frequent intertribal disputes. They are of a mixed Perso-Afghan origin, speak the Pushtú (Afghan) language, and are by religion Sunis.

The *Uzbeks* are of Mongolian origin, and inhabit Afghan-Turkestan, including the Char Vilayat (Maemana, Andkui, Shiberghan, and Saripul). Macgregor numbers them at 350,000, but authorities are by no means agreed on this point, Ferrier giving to the Char Vilayat an additional 237,000. They are divided into five clans, and by religion are Sunis.

The *Hazaras* are a wild tribe inhabiting a tract bounded as follows: From the Unae Pass (north of Kabul) to the crest of the Paghman range, and thence into the Ghorband Valley, whence the line turns north-west to the Gwhazgar Pass of the Hindoo Koosh, and thence to Saeghan. From this point they spread north as far as Kala Yahudi and towards Saripul for about 60 miles, and thence, embracing the sources of the Hari Rud, their line turns south-west down a ridge of the Siah Koh (lying east of the Khud-Rud river) as far as Sakhir, whence it turns east to the crest of the Gulkoh range, where they become co-terminous with the Ghilzais to the Paghman range. Their country throughout is sterile, mountainous, and but little known. They are divided into several sections, and number about 150,000. Religion, Shiah.

The *Eimaks* are bounded north by the Uzbeks, east by the Hazaras, west by Persia and the Turcomans, south by the Duranis. They are in four divisions (including the Hazara Zeidnats), and number about 250,000. Religion, Suni.

The *Duranis* live in the neighbourhood of Herat, and extend roughly about 30 miles north and south of a line drawn from that city in the direction of Kandahar and Quetta. Estimates of their numbers vary, but that of Ferrier and Macgregor (600,000, including the Barakzais) is probably the most correct. Religion, Suni.

In an advance on Herat from Kandahar or Girishk the following tribes would be met with in addition to those above described.

Macgregor.

The *Seistanis*.—Seistan is a district situated between latitude 30° 30'—32°, and longitude 60° 30'—64°. Its boundaries are undefined; nor may be it be said to exist as a country in itself, being composed of four districts, all under different chiefs—viz., Lash, Sehkuha, Shekh Nasur, and Kandahar Seistan.

The original inhabitants were probably Tajaks, but the population (some 20,000 families) is now a mixture of Persians, Afghans, and Baluchis. The fighting strength is possibly 30,000. The religion is varied, the Baluchis being Sunis, the remaining population principally Shiah, and the prevailing language is broken Persian. The soil is rich, but the climate unhealthy, and the singularly small proportion of old people is noticeable.

Seistan since 1700 has belonged at different times to both Persia and Afghanistan. In 1865 it was occupied by Persia, and at this moment it may be said to be a *terra disputata*; but Persia claims all on the left bank of the Helmand up to Husenabad, and a very little stretching would extend her influence over the whole district.

CHAPTER V.

ROADS ON HERAT FROM PERSIA, THE TURKOMAN COUNTRY,
AND THE UPPER OXUS.

(a.) ROADS FROM PERSIA.

The country over which the Perso-Afghan boundary passes is a barren and almost uninhabited strip for some 400 miles of its length, and is very deficient in water supply. Consequently there are but few roads connecting the two countries, and of these the greater number, though practicable for small parties, are unsuitable for military operations on a large scale, on account of the long stages without water that have to be passed, and of the absence of supplies in any quantity. The most used and the best known is that from Meshed to Herat (No. 13).

From south to north, in order, the following are the roads reported on in this paper:—

No. 10.	From Seistan to Herat by Farah and Sabzwar.
" 11.	" Birjand "
" 12.	" Khaf "
" 13.	" Meshed "
" 14.	" Sarakhs " by Ghorian and the Hari Rud.
" 15.	" " " by Bala Murghab.

No. 10.—NASIRABAD (SEISTAN) TO HERAT, BY FARAH AND SABZWAR.—
TOTAL DISTANCE, 293½ MILES.

Banjar, 6 miles.

Road north-east; a difficult march over a jungle tract with pools of water from the overflowing of canals. Banjar is a Kayam village of about 400 houses situated on the edge of a large sheet of water. The greater portion of this country can be inundated at pleasure.

Silyan, 35 miles.—Total, 41 miles.

Road as far as the villages of Bolag (200 houses), 7 miles from Silyan through corn fields. Then cross a rough sandy tract, and pass over a narrow part of the Naizar, a belt of reeds and rushes connecting the pool or lagoon of the Helmand with that of the Farah Rud. The Naizar is here about 6 miles wide and is now dry; a few years ago it was covered with 3 or 4 feet of water.

Lash, 18 miles.—Total, 59 miles.

Route due north through a waste and uninhabited country. Strike the Farah Rud at the ruins of Sumur and follow the stream to the fort of Lash, which stands on a sheer cliff, about 450 feet high, rising straight from the river bed. At Jowein, 2 miles north-east from Lash, is a substantially built fortress with a deep ditch.

Panjdeh, 6 miles.—Total, 65 miles.

Ford the river a little below Lash, where it is 60 yards wide and 3½ feet deep, with a sound bottom. The road then goes north along a deep gully, and then again seeks the river bed. Panjdeh now contains about 80 houses of Ishakzai Afghans, and has a fort on the east bank of the stream, surrounded by the ruins of a considerable town.

Kush Krodak, 16 miles.—Total, 81 miles.

Route north, skirting the desert cliffs bounding the Lash-Jowain basin on the west. It then strikes the river, which it follows for a time, and crosses a desert in a north-westerly direction.

Kala Kah, 15 miles.—Total, 96 miles.

Road west for a short distance, and then north by west over the desert. No water procurable on this march.

Farah, 35 miles.—Total, 131 miles.

Road level over a waste. Pass a well at about half-way. The town of Farah is a parallelogram lying north and south, with a diameter of about 1 mile. (For further description, and for the rest of the road, see Route 8.)

No. 11.—BIRJAND TO HERAT BY FARAH AND SABZWAR, 340 MILES.

Macgregor.

The stages are—

	Miles.
Kala Neod	25
Sar-i- Bisheh	22
Gazdis	17½
Kashmaram	7
Duruk	17½
Macjak	7½
Haroot	21
Kullah Kuh	14
Farah	35
	<hr/>
	176½

Road reported as bad in parts only. Supplies very scarce. Water rather precarious.

For the remainder of road on Herat see Route No. 8.)

There is also a road from Birjand to Sabzwar, avoiding Farah, and so on to Herat, 286½ miles.

Macgregor.

The stages are, Sir-y-Chah, Noghab, Abaz, Goohourda, Chushma-Nimuck, Gasichah, Alaun, Chah Babouree, Karez Dusht, Owkal, Sabzwar. The marches average about 17 miles, and the total distance to Sabzwar is 164 miles.

The details of this road are very meagre, but the country is generally waste, the water is bad and supplies are procurable only here and there.

(For remainder of road, see Route 8.)

No. 12.—FROM KHAF TO HERAT BY GHORIAN, 117½ MILES.

Taylor.

Khaf is situated about 530 miles from Teheran, 350 from Astrabad, 200 from Persian Sabzwar, and about 170 from Meshed.

From Khaf the stages are—

	Miles.
Camp near Kerat	24
Haoz-i-Sang-i-Dukhtar	31
Ghorian	22
Zindehjan	13
Kalat-i-Kashl	20
Herat	7½
	<hr/>
Total	117½

The road is reported good throughout, excepting in parts of the first and second stages, when the Kerat defile is traversed. Water supply generally abundant; supplies uncertain west of Herat.

No. 13.—MESHED TO HERAT, *via* GHORIAN, 215½ MILES.

As far as Kahriz (the last stage on Persian territory, 130½ miles) the road is good, supplies favourable, water plentiful and good. Taylor, Clerk,
and Hardy.

From Kahriz the stages are—

					Miles.
Kahsan	..	..	..	..	21
Ghorian	..	..	..	..	25
Zindehjan	..	..	..	..	13
Ab-i-Jaleel	..	..	..	..	15
Herat ..	..	..	..	..	11

Road good till the last stage, when it is cut up by watercourses. Supplies procurable but sometimes scarce. Water plentiful and good.

There are two other roads from Meshed, described by Macgregor and Ferrier, distant respectively 215 and 185½ miles. Of the former the characteristics are similar to those of the above route; of the latter the details are most imperfect.

No. 14.—SARAKHS TO HERAT BY THE HARI RUD VALLEY, KOHSAN, AND GHORIAN, 136 MILES.

Macgregor.

The stages on this road are—

					Miles.
Pul-i-Khatun	..	..	..	..	27
Chasma Sang	..	..	..	..	24
Kohsan	..	..	..	..	21

The road is good, excepting at the commencement of the second stage. Water, forage, and fuel are plentiful; supplies procurable.
(For remainder of this road, see Route 13.)

No. 15.—SARAKHS TO HERAT, *via* BALA MURGHAB, 256 MILES.

Macgregor.

The following are the stages:—

					Miles.
Koin	..	..	..	..	21
Bowardashik	..	..	..	..	27
Baighiz	..	..	..	..	27
Marochak	..	..	..	..	27
Bala Murghab	..	..	..	..	14

The details are meagre, but there appears to be no lack of water, fuel, and forage, except at Koin, where the water is salt. There are no supplies till the Murghab river is reached near Baighiz.

(For remainder of road to Herat (140 miles), see Route No. 7.)

It may be noted that there is more than one road joining Meshed and Sarakhs, of which the one by Shadicheh, Shorja, and Norozabad (96½ miles) is probably the best.

The only objection to it appears to be the brackishness of the water.

(b.) ROADS THROUGH TURKESTAN.

The country traversed is similar to that across the Persian frontier. There are only two available roads.

No. 16. Merv to Herat, *via* Bala Murghab.

„ 17. Kirki Ferry to Herat, *via* Andkui and Maemana.

No. 16.—MERV TO HERAT, *via* BALA MURGHAB, 265 MILES.

Merv is connected with Bokhara *via* Charjui (a ferry on the Oxus river 650 yards wide), and is distant from those places respectively 215 and 142 miles. From Charjui the stages are : Karoul (25 miles), Ishrabat (6), Robitak (20), Pindi (17), Nizasher (24), Khalka (24), and Merv (26). The road throughout is through desert country, which in summer is absolutely devoid of herbage. Water is obtained from wells 30 feet deep, and is generally brackish.

Route Book,
Part II.

The itinerary from Merv to Herat is appended. After reaching the Murghab river, it seems to differ slightly from that described in Route 7.

1. *Yelatun*, 22 miles.

Excellent road over a hard flat plain. Water to be found occasionally. Grass and wood scarce. *Yelatun* is situated on the banks of the Murghab.

2. *Band-i-Yelatun*, 27 miles.—Total, 49 miles.

The whole of the march through heavy sand hills. Wood, water, and grass abundant everywhere. The halting place is at the head of the *Band-i-Yelatun*.

3. *River Murghab*, 32 miles.—Total, 81 miles.

The road passes a *ziarat* and *caravanserai*, both in ruins. The place is said to be dangerous, as the *Tekeh Turkomans* make it a halting place in their raids. The valley of the Murghab is very narrow, and is bounded by sand hills, covered with camel, thorn, and other desert plants. The river is said to be generally fordable, but its banks are too steep to admit of cattle watering, and after flood-time there are innumerable quicksands. The water of the river is good, but muddy. In former years the valley was highly cultivated, but at present it is deserted and covered with jungle.

4. *Banks of the Murghab*, 40 miles.—Total, 121 miles.

The road follows the bank of the river. When close to it it is hard and good, but whenever it leaves it it becomes steep and sandy. The banks at the halting place are steep, and fringed with heavy tamarisk jungle.

5. *Chumuni Bed*, 44 miles.—Total, 165 miles.

Road good. At 32 miles are the remains of Fort Moom, near which the *Khushk Rud* has to be crossed. Up to this point wood, grass, and water, are abundant. All the fords of the *Khushk Rud* are dangerous, on account of numerous quicksands, and great care must be taken in the selection of those which are used. One mile before reaching the halting place of *Chumuni Bed* the *Khushk Rud* is again forded near a small fort. The whole valley is called *Chumuni Bed*, from a fort 6 miles farther on.

6. *Kala-i-Tapah*, 30 miles.—Total, 195 miles.

The road is at starting good ; it passes at 6 miles the fort of *Chumuni Bed*, and 6 miles farther another old one. At 21 miles the *Khushk Rud* is crossed by a tolerable ford. The road then leaves the river, and enters the hills, following different valleys until within 2 miles of *Kala-i-Tapah*, where, branching sharp to the right, it again strikes the *Khushk Rud*, and leads for 500 or 600 yards on the edge of its precipitous bank. *Kala-i-Tapah* is situated on a mound about 70 feet high, and 300 in circumference. There is a low wall on the top, and the remains of fortifications at the base. Grass is here most abundant. Water plentiful ; its flavour is bad, but it is not found injurious.

7. *Khushk-i-Rabat*, 45½ miles.—Total, 240½ miles.

The road leaves the *Khushk Rud*, and passes for 13 miles over a country devoid of water, but with a hard soil and gentle slope, and some grass. At 13 miles it strikes another stream along which it is good for 15 more, crossing several tributaries, to *Robat Mirza*. After this the road is good for another 10½ miles, with abundance of grass and water. For the last seven miles the road is bad and narrow, and would, in places, require blasting ; but 2 companies of Sappers could, in 3 days, make it into an excellent road.

After Robat-i-Mirza it is immaterial where the stages are made. At Khushk-i-Rabat there are the remains of a bridge and an immense ruined caravanserai, which would form winter quarters for a brigade of infantry. Water and grass procurable, but no wood but desert shrubs.

8. *Parwana*, 12½ miles.—Total, 253 miles.

Road good; crosses Khushk stream at starting, and 2½ miles further on another, with considerable descent, near remains of a bridge and a ruined house. Thence 5½ miles of excellent road over a hard plain to Haoz-i-Dasht, a large reservoir, but dependent on rain for its supply. Beyond this, road leads over gentle slopes, with hard soil. No water till stage.

Parwana has only about 40 inhabited houses. Water and grass are abundant.

Both the streams crossed are said to be, at times, unfordable.

9. *Herat*, 12 miles.—Total, 265 miles.

Road good; leads through the Gaza Gah range of hills to the north of Herat.

NO. 17.—KIRKI FERRY TO HERAT BY ANDKUI AND MAEMANA, 385 MILES.

Kirki Ferry is the junction of the roads from Bokhara and Karshi. It is ^{Maef.} situated on the level right bank of the Oxus, which is here narrowed to a width of 390 yards* with a deep and rapid current, which presents no obstacle, however, to the passage of ferryboats, especially from the northern to the southern bank.

From Kirki the road runs 35 miles over a barren plain to Zeid, producing only a kind of thistle on which camels will feed. At Zeid are some wells with bad water, and from thence to Andkui the country is desert.

Andkui is on the Sangulak river flowing from Maemana and lost in the desert before reaching the Oxus; the water is bad and the climate unhealthy. The inhabitants are Turcomans, Uzbegs, and Tajaks, estimated in all at 15,000. From Andkui the road follows up the Sangulak through the desert, passing the village of Yeketut at 14 miles, and thence through the marshy and dangerous tract called Bathak, as far as Khairabad, where it joins the Maemana-Balkh road. Total distance from Kirki to Maemana, 155 miles (see Route 7 for remainder of the road to Herat).

(c.) ROADS FROM THE UPPER OXUS.

From Hodja-Saleh on the west to Jan-Kila (north-east of Kunduz) on ^{Maef.} the east, there are at least five principal ferries over the Oxus. These ferries form the junctions of the Bokhara roads to the southward.

Speaking generally of Bokhara, it may be said that, though the country is mountainous and certain localities present obstacles of greater or less magnitude, there would still be no excessive difficulty in moving troops in almost any direction; at any rate, they could, in a short time, be concentrated by one or another road on any given point or points.

As regards supplies, the *begships*, through which these roads lead, are rich in corn, especially autumn wheat. Cattle can also be procured from the stock-producing mountains north of Husar; indeed, 4,000 head are driven weekly to the bazaars of that town. Derbent, too, is rich in cattle. Water, though occasionally brackish, may be described as generally good and plentiful. Fuel and forage vary in quantity. But it is only here and there that they are scarce.

The roads described are as follows:—

No. 18. Hodja Saleh	to Herat <i>via</i> Balkh.
„ 19. Kilif Ferry	„ „ „
„ 20. Chushka Huzar	„ „ „
„ 21. Iwachuk Ferry	„ „ Khulm.
„ 22. Boharak or Jan Kila	„ „ Faezabad (Bokhara) and Kunduz.

* Other authorities give a width varying up to 800 yards.

Quarter-
Master-
General.

No. 18.—HODJA SALEH TO HERAT BY BALKH, 460 MILES (MINIMUM).

Hodja Saleh is a small village on the left bank of the Oxus, and is the lowest point on the river to which Afghanistan extends. The river here is 800 yards wide and 20 feet deep, with a current of about $3\frac{1}{2}$ miles per hour.

For about three hours the road from Hodja Saleh is easterly along the river bank, and shortly reaches Rabat; for 15 hours from which a desert is traversed as far as Sardaba. Travelling 12 hours south, Talika is reached, a large village belonging to Balkh; after which there are about 8 miles through country intersected by irrigation canals. Water at Rabat, Sardaba, and Talika. Fuel, forage, and supplies scarce.

From Hodja Saleh to Balkh is about 100 miles (map measurement), making a total distance to Herat of 460 miles (see Route 7).

Quarter-
Master-
General.

No. 19.—KILIF FERRY TO HERAT, *via* BALKH, 429 MILES (ABOUT).

Kilif is the meeting place of roads from Husar and Sharabad, and it is worthy of note that the Oxus is navigable by steamers up to this point.

The river has here a width of 200 yards, and the passage is usually performed without difficulty by boats capable of carrying each about 10 camels. The village, about 30 or 40 houses, is on the right bank, and on the opposite side is a fort.

The stages to Balkh are as follows:—

	Miles.
Sardaba	18
Khan-i-Naobat	12
Hyatan	$7\frac{1}{2}$
Charbagh	3
Charbagh-i-Saidan	3
Paemust	$4\frac{1}{2}$
Balkh	$10\frac{1}{2}$
Total	$58\frac{1}{2}$

The road throughout is south-east, and passes numerous villages. Charbagh is an Uzbek village standing on a stream and surrounded by cultivation. Supplies are here procurable.

The road presents no physical difficulties, and is much used by caravans. (For remainder of road see Route 7.)

Quarter-
Master-
General and
Grodikoff.

No. 20.—CHUSHKA HUSAR TO HERAT, *via* BALKH, 400 MILES (ABOUT).

This point on the Oxus may be treated with the adjacent ferries of Patta Hissar, Kara Kamar, and Shurab, forming a group within a few miles of each other, and therefore possibly presenting the most favourable point of crossing from Bokhara, more especially when the short distance from Balkh is taken into consideration.

Chushka Husar is on the direct road from Samarkand to Balkh or Herat *via* Kitab, Darbent, and Sharabad.

The river is nearly $1\frac{1}{2}$ mile wide, but the crossing is attended with no difficulty.

The village is on the left bank, a miserable place, with an Afghan custom-house.

The road from Chushka Husar to Balkh, travelled by Nazir Ibrahim, passes Daolatabad, a total distance of about 40 miles.

A second road, from the adjacent ferry of Patta Hissar, travelled by Grodikoff, leads past the ruins of the ancient town of Siagurd (23 miles), Mazar-i-Sharif (20 miles), and Taktapul (2 miles), crossing the Balkh river (7 miles), a little south of the town.

The total distance by this route is about 54 miles. By the shorter route the road is level and presents no difficulties; and the same remark applies to Grodikoff's road, which, however, for the first few miles is subject to overflow from the Oxus. (For remainder of road see Route 7.)

No. 21.—IWACHIK FERRY TO HERAT, *via* KHULM, 472 MILES.

Iwachik is on the direct road from Kobadian, the junction of the roads from Kolab and Derbent. It is distant from Khulm about 23 miles, and the road is level. The river here is about 1,000 yards broad, deep and clear, with a slow current. Fuel, water and grass abundant at a good camping ground on the right bank. (For remainder of road *see* Route No. 7.)

Quarter-
Master-
General.

No. 22—BOHARAK OR JAN-KILA FERRY TO HERAT, *via* FAEZABAD OR KUNDUZ, 664 MILES.

At Boharak the river is about 500 yards wide, with a rapid current, presenting no difficulty.

Quarter-
Master-
General.

The stages to Faezabad are—

	Miles.
Chiab	15
Rustak	16
Ilkashan	12
Serai Darah	17
Faezabad	15
Total	75

The road is good excepting between Ilkashan and Serai Darah. At Rustak 200 Afghan soldiers were quartered. The country is mostly cultivated, and water and supplies are procurable.

There is another road to Kunduz, avoiding Jan-Kila; map measurement 120 miles; making a total to Herat of 629 miles.

Above Boharak the river is generally called the Panjah.
(For remainder of road to Herat *see* Route No. 7.)

CHAPTER VI.

GENERAL REMARKS.

The extension (whether permanent or temporary) of the British frontier to the Kandahar-Kabul line, together with the mere possibility of a further advance on Herat, opens out a field for political controversy which forms no part of the subject of this paper.

The strategical conditions, however, are such as may be touched on with advantage, and, omitting all question of political or commercial expediency, as of probable or even possible national combinations, Herat may, from a purely military standpoint, be viewed under two aspects—

- 1st. As an objective to be attained by Great Britain in anticipation of, and to the exclusion of, other nations.
- 2nd. As a base from which an enemy might initiate operations dangerous to British possessions in Asia.

Each of these propositions must be considered with reference to the advanced British base; it is well, therefore, first to examine how that base is situated with respect to the primary source of supply—British India. For this the two main points of that base will be sufficient. No special communications either to Ghazni or Kelat-i-Ghilzai have, as yet, been opened out, nor, as far as we know, do those places in themselves offer starting points for further operations westward.*

* There can be little doubt, however, that roads *must* exist south of the Siah Koh, the command of which would materially alter the strategical conditions existing between Herat and British India.

Kabul is connected with the Indian frontier by two main lines—

(a.) The Khyber route, by which it is distant from Peshawur $189\frac{3}{4}$ miles.—The road itself is now good, and will probably soon be provided with a tramway; its main disadvantages being its narrowness, the general want of space for the deployment of large bodies, and the fact that for the greater part of its length it is bounded by almost inaccessible mountains which facilitate perpetual inroads by the adjacent hill tribes. It was traversed by the troops of Alexander the Great, Baber, and Nadir Shah; also by the British in 1839, 1842, 1878, and 1879. Parts of it are supplemented by alternative lines, viz., the Tartara, and the Abkhana, neither of which, however, possess any special advantages, or has ever been used by a large force.

(b.) The Kurum route, giving a total distance from Kohat of $230\frac{1}{2}$ miles.—A military force under Timur used this road, and it was well known to the Emperor Baber; it was traversed by the British, in 1856, as far as the Peiwar, and in 1821 Mahommed Azim Khan transported 6-pr. guns on camels across the Shuturgardan. In the last few months a good military road has been constructed, and in September 1879, wheeled guns crossed the most difficult passes without loss or accident. It labours under the same disadvantage as the Khyber, and, in addition, is for some months blocked by snow.

It may be added that neither of the above routes possesses facilities for the establishment of an advanced depôt of supply, such as that offered by the Peshin valley on the Kandahar line.*

Kandahar has three direct lines of communication with India.

(a.) From Sukkur by Jacobabad, Dadur, and Quetta, 395 miles.—Sukkur can be supplied by railway both from Kurrachi and Lahore, and in a short time a branch will be completed as far as Dadur, by which means that place will be on a better footing as regards supply than either Peshawur or Kohat, and may therefore be considered as the future base of Kandahar from which it is distant 230 miles.† The road is well known throughout, a great portion of it lies through open country, while the only difficult parts, the Bolan and the Khojack, have now been made thoroughly practicable. It also lies principally through friendly, assigned, or pacified territory.

(b.) From Dera Ghazi Khan through the Kakar country to Peshin, either by the Bori valley or the Thal Chotiali route (each about 300 miles).—Both of these roads were traversed by British troops in 1878-9, and found to pass for a considerable distance through open country suitable for movement on a broad front; neither offered any special difficulty, and the former was reported on as presenting no serious obstacles to the construction of a railway, if necessary.

(c.) The Sonmiani route from Kurrachi ($507\frac{1}{2}$ miles).—The length of this road has hitherto precluded its use to any great extent, but it may at some time be found useful as a supplementary or even entirely new line of supply.

A comparison of the above details shows that the Kandahar communications have the following advantages over those of Kabul.

- 1st. They are on the whole more open and easier, the difficulties being confined to a few localities, which is not the case with the northern route.
- 2nd. They are not closed in winter, and their principal disadvantage, viz., their liability to floods, can be obviated artificially.
- 3rd. They meet in the fertile valley of Peshin, which, itself well supplied by nature, is situated in British territory, and might therefore be made a practically unlimited storehouse, distant only 100 miles from Kandahar.
- 4th. They are but little liable to the raids of hostile or disaffected tribes.
- 5th. A complete change of base can be made from Sukkur to Kurrachi if necessary.

* There is a road (the "Spegia route") from Kurum Fort, avoiding the Shuturgardan and leading through Chamkani and Ahined Khel country on Gardrez (65 miles) where it bifurcates, one track leading over the Altamar Pass and down the Logar valley on Kabul (60 miles); and one *via* Kolalgu on Ghazni (about 60 miles). This road has never been opened out; it is fairly good throughout, but much liable to floods, and for a considerable distance is infested by robbers.

† A tramway has also been ordered for the Bolan Pass, and is now partially finished, which will render it possible to push forward this advanced base as far as the Peshin valley.

We can now turn to the first of the two propositions at the beginning of this Chapter. Herat as an objective to be attained by Great Britain, &c.

The plain of Kabul (as shown in Chapter 3), is fenced in on the north and west by a barrier, pierced by a limited number of passes, the majority of which are difficult, and from which for a forward movement on Herat three at most could be selected:—

- (a.) The Bamian.—(Routes 1, 4 and 5.)
- (b.) The Saralang.—(Route 2.)
- (c.) The Kaoshan.—(Route 3.)

Any passes to the eastward of these are out of the field of operations now under discussion.

The barrier once passed, Herat can be approached by three avenues.*

1. Route 1, through the Hazara country, distance 456 miles.—The details of this route are so vague that in the absence of more precise information little reliance can be placed on it as a main line of advance. A road doubtless exists, probably leading for half its distance down the valley of the Hari Rud; but of its nature, of the chances of supply, of the water, and of the temper of the inhabitants we know little.

2. Route No. 5, by Rui and Saripul, through Maemana.—This is the next shortest route, and in itself (as a marching road) has no great disadvantage excepting its length, though it shares in a less degree the strategical drawbacks attaching to Routes 3 and 4.

3. Routes 3 and 4.—These lead to certain points on the Kunduz—Balkh—Shiberghan road (Route 7), and thence to Herat, giving total distances from Kabul varying between 636 and 720 miles, distances which, in themselves, render them undesirable as parts of a main line between points distant as the crow flies about 380 miles only. Nor is this all. A glance at the map shows that an approach from Kabul to Herat by Khulm and Balkh presents strategical disadvantages as under:—

(a.) The further westward an advance is made, the more is the base uncovered.

(b.) For over 120 miles the right flank of an advancing army would be within striking distance of a hostile force on the upper Oxus (at one point within 25 miles), which, while employing any of the numerous ferries over that river, could cover its own base, whether in the general direction of Khokand, Samarkand, or Bokhara.

(c.) Westward of Shiberghan an advancing British force would expose its rear to the Turkoman territory, and its flanks to the Upper Oxus and Meshed, respectively.

At the same time, the value of the *command* of the Khulm—Balkh road can scarcely be overestimated. A British force within striking distance of this road would paralyze any hostile advance on Herat from the Upper Oxus, compelling an invader to choose between the longer and more difficult roads through the Turkoman country, or complete isolation from any force advancing on Herat from the westward; with which latter (as will be shown below) a British column operating from Kandahar might fairly be expected to deal.

On the other hand, the absence of adequate offensive power on the north and west of the Kabul barrier would completely surrender the initiative to an enemy based on the Oxus. Sealing the northern débouchures of the Hindoo Koosh, he would, so to speak, invest and contain Kohistan, and might then either advance westward on Herat, or, quietly awaiting the turn of events at that place, might in security mass troops and supplies behind the mountain barrier preparatory to choosing both time and direction for a united advance on Kabul, Jellalabad, and possibly Peshawur.

In order to deny this initiative to the enemy, as well as to secure the command of the Khulm—Balkh road, the occupation of Bamian appears

* All consideration of the very improbable road by Zarni (Route 6) is omitted.

essential,* together with the construction of a good road, or roads, to it from the eastern slopes of the Koh-i-Baba. (It should be remembered that during 2 or 3 months of winter communication with Kabul *may* be impossible, and that, therefore, the spring might find us anticipated at Bamian—the country between that place and the Oxus containing no passes sufficiently high to be affected by snow.)

From Bamian a British force might, with little delay, advance to Rui, thence, according to circumstances, to move either on Khulm, Balkh, or Saripul, in any case, directly guarding the northern approaches to the Hindoo Koosh, and exerting a preventive influence and surveillance over the somewhat uncertain begships of Afghan Turkestan.

From the above considerations we gather that Kabul is ill-suited for the base of British movements on Herat, but, an offensive outpost being added, is well adapted for operations against an enemy attempting to reach Herat in force from the Upper Oxus, or to close the northern débouchures of the Hindoo Koosh.

From Kandahar to Herat are two roads leading through Girishk (Routes 8 and 9), distances 400 and 369 miles respectively. Their characteristics are similar, and they are laterally united by at least two roads, thus becoming for all practical purposes one double line of advance beyond Girishk. They present no special difficulties; they cover the base throughout; the right flank is protected by a country more or less devoid of roads, while the left is exposed only to the unimportant roads from Seistan and Birjand. These advantages, coupled with the facilities of supply (above alluded to), and the increased field transport organization, which is inseparable from a retention of Kandahar whether for offensive or defensive purposes, should make it possible for a British force, not, perhaps, to anticipate at Herat small bodies of an enemy advancing by any of the roads from the west and north-west, but to concentrate near that place an Army-Corps, complete in every particular, before a hostile force, sufficient to hold the fortress, could be assembled there. For this, however, the re-occupation of Girishk is necessary, a step which would reduce the distance by 75 miles, leaving about 290 miles to be traversed against 215 from Meshed, 221 from Merv by Sarakhs, 265 from Merv *via* Bala Murghab, and a minimum distance of 400 from the Upper Oxus.†

Herat once gained and adequately garrisoned, ample food supplies could be drawn from the district, while the political effect of such a success would probably greatly facilitate the keeping open our communications with Kandahar, on which place we must, at any rate for a time, be dependent for the supply of "munitions de guerre." The strategical effect, moreover, of a British occupation of Herat would be, *at the least*, to neutralize any hostile force from the westward, which might have been destined to co-operate against our northern frontier.

We can now pass to the 2nd proposition—viz., Herat as a base for hostile operations.

It is plain that even under the arrangements advocated there is a possibility not only of our failing to secure the initiative at Herat, but to prevent the occupation in force of that city by an enemy who may have been able to surmount his principal difficulty—that of transport. The modifications, consequent on such a failure, may be best considered by reference to a lecture by Major-General Hamley, delivered on the 13th December 1878.‡

* The strategical value of Bamian as the key to the north-west frontier is not fully apparent without reference to the facilities it offers for the observation of possible hostile movements in Badakshan and eastward as far as the Pamir. All consideration of such movements has been purposely omitted from this paper, they having no *direct* reference to operations connected with Herat. It must be remembered, however, that the events of the last few years north of the Oxus, together with more recent incidents in Badakshan, &c., clearly foreshadow that the central and eastern sections of the Hindoo Koosh must sooner or later form factors in the general consideration of the security of the north-west frontier of the empire.

† The occupation of Girishk and its conversion into a powerful *tete-de-pont* might warrant our establishing a strong cantonment some 40 or 50 miles further west, which, as regards the initiative at Herat, would place us on a better footing than an enemy advancing from any direction except the actual Persian frontier. (See footnote No. 3, page 47).

‡ See the "Journal of the Royal United Service Institution," Vol. XXII., No. xcvi. of 1878.

His general contention is, that viewing the difficult nature of the passes between Kabul and the Indus, an enemy invading India from the westward would perforce select (at least for a main advance), the comparatively open country to the southward, where there would be ample room for the full development of his force, a force which, from the very nature of the enterprise, *must* be very considerable. He then goes on to show, on the other hand, that the occupation by England of Kandahar and Girishk would place her army in a position where it "could desire no better field on which to contest the Empire of India." In other words, that Southern Afghanistan presents a theatre equally favourable to invaders and invaded.

In considering these arguments we must remember that they had reference to a general strategical position very different to that now held by England. At that time it was a question how best to defend our then frontier from an enemy in full possession of all the strategical points in Afghanistan, an enemy whose power we had not fathomed, and at whose chances of foreign aid we could only guess. Now, that enemy has practically collapsed, and England virtually holding all the important points in eastern and southern Afghanistan, can venture on the initiative, where, a few months since, her offensive movements were of necessity hampered by defensive considerations.

At a first glance the present situation appears to strengthen General Hamley's reasoning, at least so far as regards the difficulties presented to an invader by the northern routes. An enemy may now meet his first check some 200 miles further west than was possible in the autumn of 1878, a distance throughout which he will (even if at first successful) find the natural difficulties supplemented by active and stubborn resistance at a series of defensible points, each stage of which, when overcome, will greatly weaken him, and only lead him nearer to a final cast of the die in the plains of the Indus where, *if still confined to one line*, his defeat *should* be certain, and ought to mean absolute ruin. This early success, however, the possibility of which we have admitted, is not easy of accomplishment; it means that a well disciplined force has to be turned out of a self-selected stronghold, fenced in by a natural barrier, the whole of the passes through which are in the defender's hands. A turning movement would therefore be necessary, and so long as we hold the passes of the Western Hindoo Koosh such a movement *must* be from the southward; for this the possession of Kandahar, or, at any rate, the command of the Kabul road is essential. Failing these, the invader *must at least* be able to deny that road to any southern defending force.

So far, then, General Hamley's contention is unanswerable, and in an invasion of India, an attempt to advance in great force, as far as Kandahar, may be looked on as absolutely certain. With what prospect of success such an advance would be undertaken will be discussed later, but assuming that the enemy's superior force has enabled him to overcome all difficulties as far as Kandahar what would be his position?

To borrow from a report of British reconnaissance operations in 1879, he would find himself much exhausted, 400 miles from his base, and in a country which, "as regards supplies, could only be looked to for subsidiary assistance."

Much time must, therefore, be spent in reorganizing transport, waiting for reinforcements, and filling up supplies, while a considerable force must be detached to mask Ghazni and Kabul. Meanwhile the defenders would be perfecting the defences of the Khojack and the Bolan; on the left the forces of the friendly Khan of Kelat would be placed in the field, and a supplementary British base be (if necessary) established at Kurrachi. On the right (so long as Kabul remained in British hands) a considerable force near Mooltan would be available for striking a completely exposed flank *via* Vatakri and Sibi; in other words, the defenders would be preparing to utilize to the utmost all the advantages of a re-entering frontier.

Thus an invasion by the Bolan seems strategically faulty, independently of the facts that it leads to nearly the broadest part of a bridgeless river, all the passages of which are in the defenders' hands, and also to a point which of all others affords the greatest facilities (by water, road, or railway) for the concentration of the whole defensive force of the Empire. If we add to this, that, failing a simultaneous capture of Kabul, an invading force would be operating on a single line, distant, at the Khoja Amram, some 450 miles from

its base ; that the natural difficulties of the Khojack and the Bolan would be increased by every device of military art ; that between Dadur and Jacobabad is the Sind desert, which for 6 months in the year is considered almost impassable ; that every mile would have to be wrested from a well-organized army, in possession of every possible advantage as regards supply, it is perhaps scarcely too much to assume that, once in firm possession of Kandahar, an enemy's further operations to the southward would be limited to containing the southern defensive force by holding the debouchures of the Khoja Anram, thus securing his own rear and flank in a turning movement on Kabul.*

Turning to the northern theatre.—In the earlier part of this chapter (p. 43) the Khulm-Balkh road was shown to be eminently unsuitable for a British advance on Herat, and in a less degree for that of a hostile army based on the Oxus. The difficulties of a hostile advance on the Indus by this road were also discussed. As an avenue, however, by which to concentrate one portion of "the confederated forces of an invader," committed to a general advance on the western Hindoo Koosh, its value is enormous. The right of such a force advancing from Herat would be secured by the Safed and Siah Koh, while, as regards its left, the very facts which render the route dangerous to a British force moving westward, would increase its value to the confederated forces. Unopposed, as far as Balkh, a column would turn south on Bamian, shifting, if necessary, its base to the Oxus, and there, secure as to its right flank, would find itself appuyé to the left on collateral columns, which, having concentrated without interruption on the Upper Oxus, would march *via* Khulm, Kunduz, and Faezabad, or even threaten Peshawur, *via* Zebak and Chitral.

Joint operations, such as these, from the north and west would take time, but are perfectly feasible, and coupled with a hostile advance from Kandahar would probably compel the British to fall back on Jellalabad, if not to Peshawur, thus throwing open the Bamian to the invader, depriving us of the defensive facilities offered not only by that pass but by the whole of the Khyber, and limiting us to that passive defensive advocated by General Hamley before later events had given us our Kabul—Kandahar frontier.

An invader's reasoning would therefore be somewhat as follows:—"An advance to the Indus by the Bolan is strategically incorrect, is attended with enormous difficulties of supply and transport, and without previous occupation of Kabul and Ghazni is probably impossible. On the other hand, a combined advance on the western Hindoo Koosh from Herat and the upper Oxus is certainly difficult, but if made in sufficient force is feasible, *per se*, provided the southern defending force can be fully occupied in its own theatre. The possession of the Kandahar—Kabul road will greatly facilitate our ultimate success, but, under any circumstances, it must be denied to the defenders."

We have already seen that by the occupation of Bamian England can deprive an invader of the initiative in the northern theatre ; it remains now to discuss what steps should be taken to deny to him the strategical advantage in the direction of Kandahar.

The report of reconnaissances by the Kandahar Field Force in 1879 (already referred to), describes Girishk as "completely adapted to the requirements of the engineer desirous of securing the passage of the river Helmand."

"From the left bank of the Helmand the whole of the right bank is completely dominated and viewed, and no movement of importance could take place between the distant hills to the westward and the river which could not be detected and watched. . . . "The practicable fords are few, and the river of itself presents a serious obstacle, even at its lowest. . . . "To advance on Kandahar, an enemy must either force a passage at Girishk, or masking that fortress, either cross the river to the northward near Garmab, or strike at the Argandab valley near Kila-i-Bust on the south. The direct passage at Girishk ought to be made impossible to him ; while, in case of defeat in either of his turning movements within 20 miles of the fort, he

* It may be added that, supposing all these difficulties to have been overcome, an enemy, on crossing the Lower Indus, near Sukkur, would find himself in a desert country, whence he would only turn northwards, there to find himself confronted by the entrenched camp of Mooltan.

would in the one case be driven into rocky hill regions whence retreat would be impossible, in the other, into the sandy desert towards Seistan.”*

In case of success, he would have to invest Kandahar, and, at the same time, detach a large force for the observation of Ghazni and Kelat-i-Ghilzai.

It seems, then, that the balance of advantage is so far on the British side, that, even if unable to make any considerable offensive movements, an adequate force should be able at the very least to neutralize the southern portion of an invading army, in so far as regards its power either of rendering assistance in the direction of Kabul, or of advancing in force beyond Kandahar.†

The above reasoning, if only partially correct, tends to show that whether for the offensive or defensive the requirements of the situation are strikingly similar. Omitting the speedy occupation of Herat, which, though eminently desirable, is at present probably impossible, these requirements are as follow:—

1. A temporary frontier line, indicated broadly by the Gulkoh range, or even the Southern Paghman range, covering the Kabul—Kandahar road and appuyé on those fortresses.

2. Absolute control up to the eastern valley of the Helmand, with strong offensive and defensive posts at Bamian, Girishk, and possibly Washir some 50 miles west of the latter place.

3. Girishk and the passage of the Helmand, within some miles of that place, to be secured by the necessary works.

4. Kandahar to be placed in a proper state of defence.

5. Kabul, or a post in its neighbourhood, to be fortified according to modern requirements, and the northern passes of the Hindoo Koosh observed.

Whether, however, Kabul or Kandahar, as a large British garrison, is compatible with either of those places as the seat of native government, and whether so much Ghilzai territory as is included in the limits mentioned in the first and second of these requirements, could be annexed or assigned, are questions which might possibly meet a political negative.

In such a case the third and fourth proposals would hold good, while the first, second, and fifth would be modified as follows:—

- (1.) A large entrenched camp to be formed somewhere in the Koh-i-Daman, not too far from Kabul (the fortifications of which would be destroyed), and connected by a good roads or roads with an advanced post at Bamian, which should be sufficiently strong to maintain its position against any force for say two months. The remaining passes to be observed and held lightly at their southern debouchures. A suitable site for this camp might possibly be found near Charikar.‡

- (2.) The western frontier to be decided on at leisure, and meanwhile Ghazni to be occupied, and from it reconnaissances sent out with a view to discovering roads to the westward. The result of these reconnaissances would

* The result of his defeat would be that Herat would be at our mercy, as no danger need be dreaded from the eastward so long as Kabul is held.

† Nor is this all. Independently of a more easterly road from Kandahar, *via* the Arghesan valley, there is a route to Ghazni, from the Peshin valley, passing 100 miles east of Kandahar. The total distance to Ghazni by this road is 296 miles; but Mukur, where it strikes the main Kabul-Kandahar, is distant only 235 miles from Quetta. Parts of it are at present difficult for artillery, but in the event of the destruction of the defences of Ghazni and Kelat-i-Ghilzai, its comparative shortness might well compensate for the labour of making it available as a main avenue from Peshin to a fortified cantonment at Mukur, which place affords a favourable position for the protection of the left flank of a force at Kabul, as well as for the maintenance of communication between the northern and southern theatres, between which it is situated almost exactly halfway. Grass, forage, grain, and livestock are all plentiful, and there are six or seven springs close by which are the sources of the river Tarnak.

The district of Mukur is in the province of Kabul, and the inhabitants are of the Andari, the Alikhel, and the Taraki tribes of Ghilzais.

‡ Charikar is thus described by Macgregor:—Situated 35 miles from Kabul, 2 miles from the western hills, and 4 or 5 miles from the mouth of the Ghorband valley. Water supplied by canal from the Ghorband river. It offers every advantage for the cantonment of troops; it abounds in supplies of all kinds; labour is cheap, and the forage for horses and camels excellent. The climate is milder than that of Kabul.

show whether Ghazni and Kelat-i-Ghilzai should be properly fortified, or the existing works destroyed without interfering with their trade.*

These services would probably not require any extra regiments, but only entail a fresh distribution of the troops now on Afghan soil, together with the reinforcements which are even now absolutely necessary for the security of the lines of communication, and for the pacification of the disaffected tribes.

The fortifying Kandahar and the securing of the Helmand at Girishk, together with the establishment of an advanced cantonment commanding both the Herat roads near Washir† (if such a step were decided on), should be carried out by the troops in the Kandahar command; but, if Ghazni and Kelat-i-Ghilzai are to be permanently occupied (or Mukur as a substitute for both), an additional Brigade, with Artillery in proportion, might perhaps be required, until the country becomes sufficiently pacified to warrant the gradual withdrawal of a large portion of the field force.

In conclusion, should an early advance on Herat be, for political or other reasons impracticable, it would seem, from a purely military point of view, desirable to secure our hold on the two important points of our advanced frontier, and then to take speedy measures; first, for the adequate defence of those points to the north and west, and second, for the establishment of strong offensive posts at their respective keys,—viz., Bamian and Girishk, with possibly an advanced cantonment at Washir.

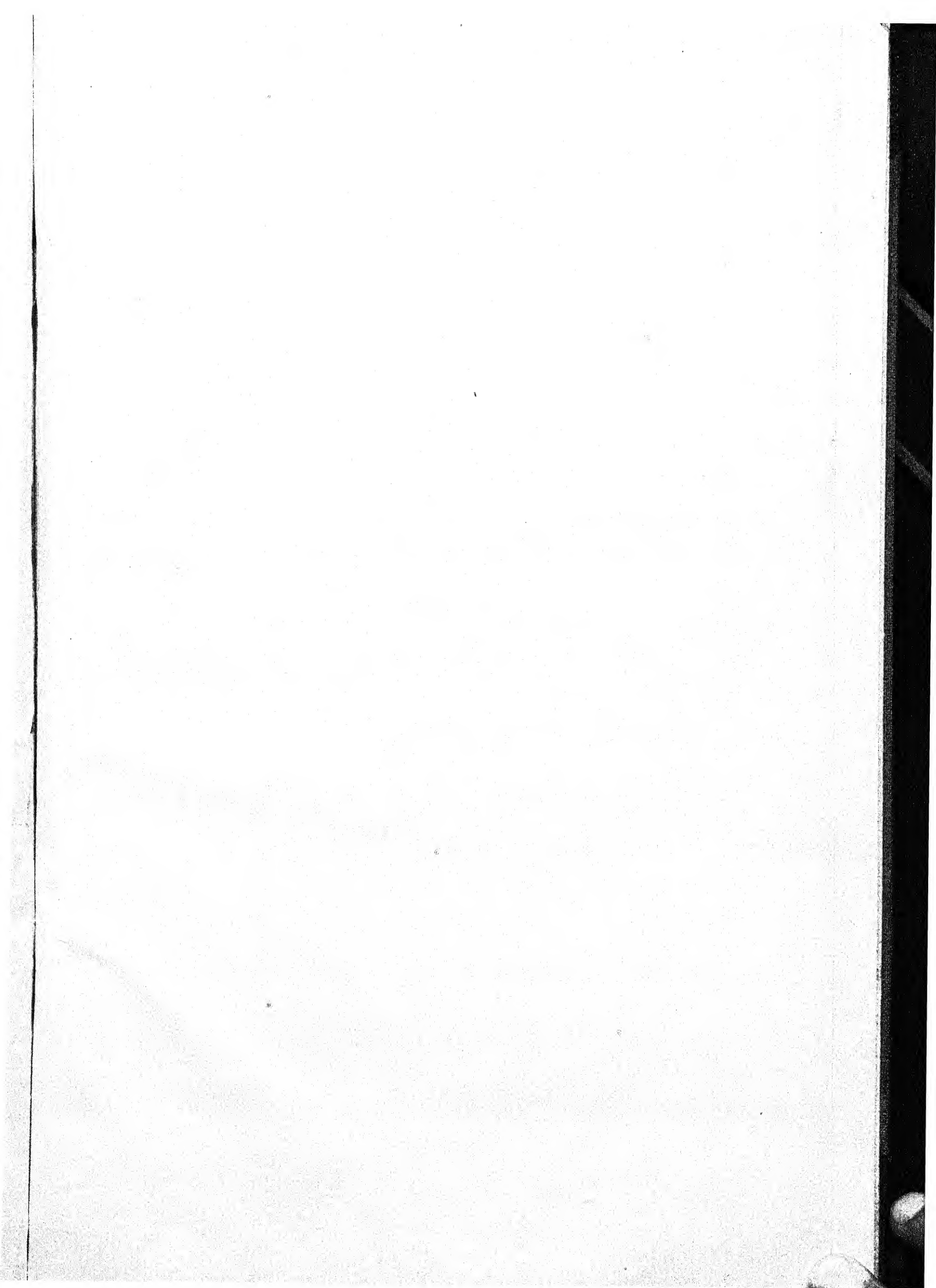
Strong in her security from surprise, and with the means at her disposal for the initiative in two directions when necessary, England might then afford for the present to look on, calmly awaiting the further development of the events affecting the safety of her Asiatic possessions.

F. H. W. M.,
Captain R.A.

6th November 1879.

* In fact, it is quite a matter for consideration whether the substitution for both these fortresses of one strong defensive work near Mukur, might not for many reasons be desirable under any circumstances. (See Footnote, p. 47.)

† Washir is on the border of the provinces of Herat and Kandahar, and commands both the roads between those cities. It is 54 miles from Girishk and 228 from Herat. Water, grass, forage, and cultivation plentiful.



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